VOL. CCIX, No. 2733

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THE SPHERE, JUNE 28, 1952
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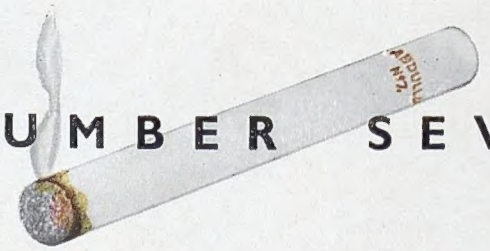

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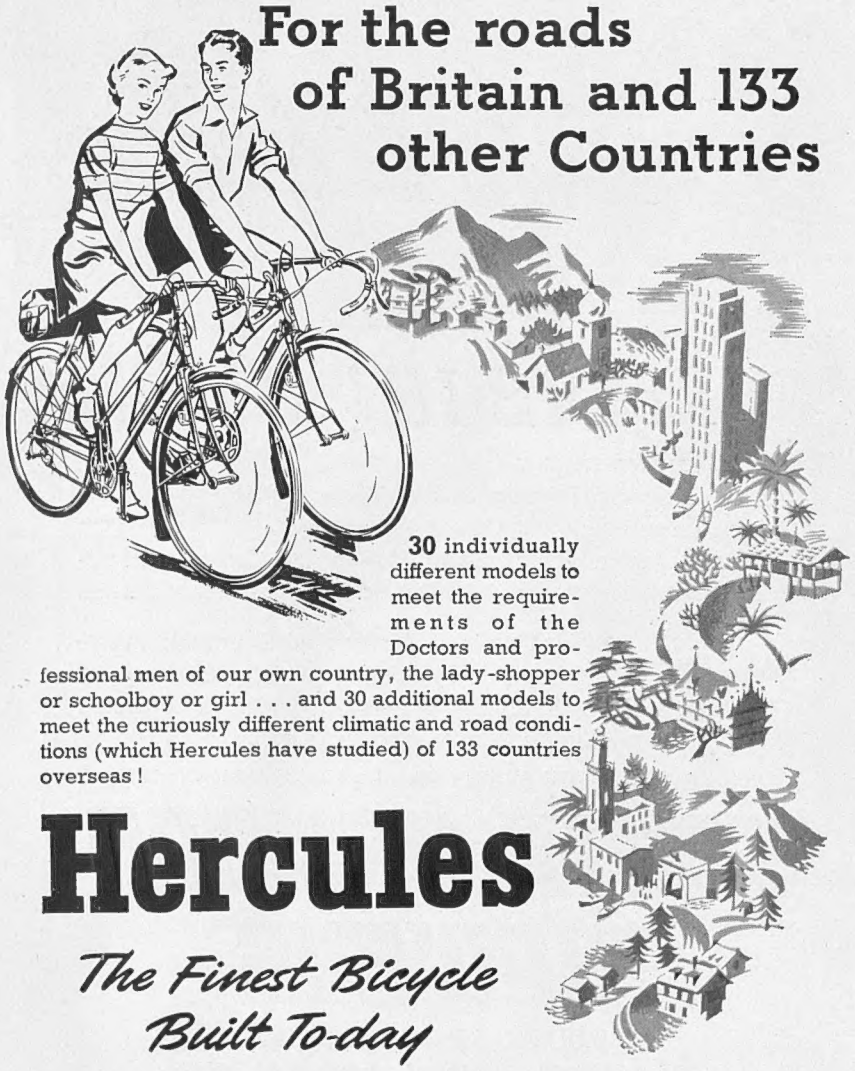

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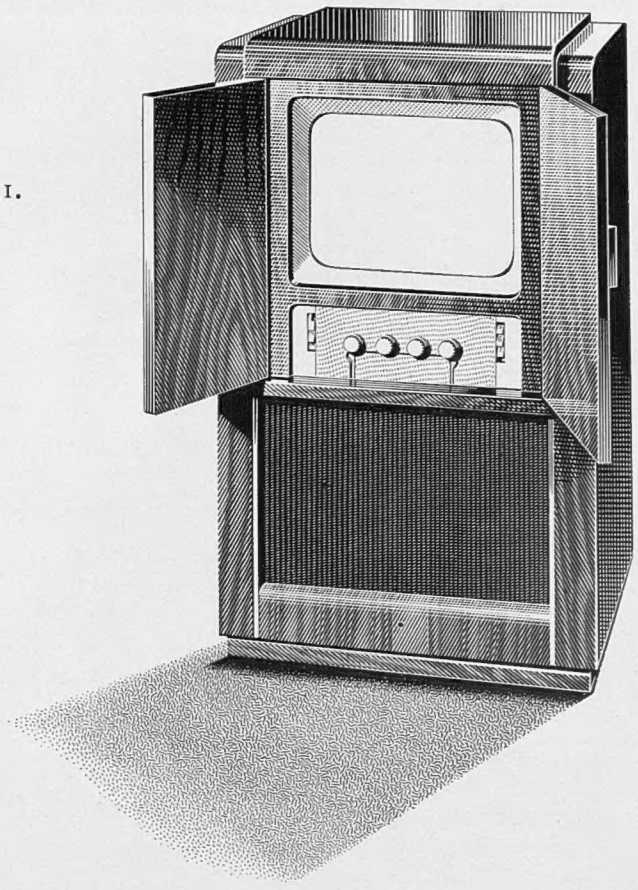
may we say this....



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Volume CCIX No. 2733 The SPHERE, London, June 28, 1952

The SPHERE
with which is incorporated THE GRAPHIC

DIDICAS, THE WORLD'S NEWEST ISLAND—A DENSE CLOUD OF STEAM POURS FROM THE MAIN CRATER OF THE NEWLY-RISEN VOLCANO THIRTY-EIGHT MILES NORTH OF LUZON ISLAND, IN THE PHILIPPINES : Didicas was discovered last March, when it was only five acres in extent. When this picture was taken on June 19 from a United States Navy amphibian the island had grown to 600 acres. Part of the amphibian's wing is seen on the right of the picture.

On March 16, 1952, the skipper of the freighter *Brightstar* was crossing the northern point of the Island of Luzon, where the waters of the China Sea mingle with those of the Philippine Sea, when he beheld an island which was not marked on any of his charts. At the time, this smoking volcano was a mere five acres in extent, a perfect rounded cone emitting smoke and ashes in a constant stream. Now Didicas, as it has been named, has grown to 600 acres and U.S. naval planes which patrol the area are keeping a constant watch on this, the world's newest island, and volcanologists are attempting to assess its potential menace to the inhabitants of Northern Luzon. The continuing growth of the island will be closely watched from the air.

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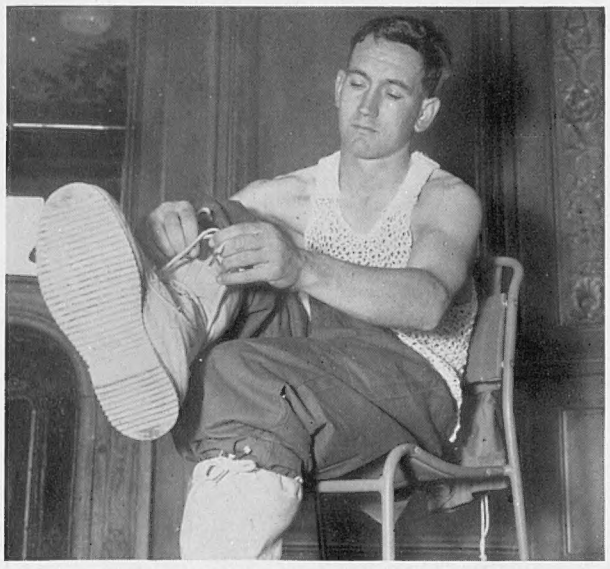
PREPARING FOR A VISIT TO GREENLAND

SOME OF THE EQUIPMENT THAT WILL BE TAKEN BY THE BRITISH NORTH GREENLAND EXPEDITION WHEN IT SAILS AT THE BEGINNING OF JULY: All the three fighting Services are collaborating in the expedition, which consists of twenty-five men. A team of scientists is included in the party, which will spend two years on the island. Part of the work will be to assess the depth of the Greenland ice-cap, believed to be at least 100 ft. deep. The leader of the expedition, Commander C. J. W. Simpson, R.N., took part as a guest in the Danish Peary Land Expedition in 1950, and while flying along the east coast of Greenland first saw in the distance the then unexplored territory in which the British Expedition is chiefly interested. In addition to the men from the Royal Navy and the Army, the R.A.F. are providing four flying-boats The members of the expedition hope to leave Deptford in the Norwegian sealer *Tottan* on July 5 or 6.



THE ASSISTANT SURVEYOR OF THE DOG TEAMS: Lieutenant F. R. Brooke, already clothed in a string vest, tries on a pair of muklaks during an exhibition of the equipment.

THE LEADER OF THE EXPEDITION WITH TWO ASSISTANTS: From left to right are Commander Courtland J. W. Simpson, of Stoke-by-Nayland, Suffolk; Lieutenant Richard Brooke, of Ealing, London; and Surgeon-Lieutenant John Potter Masterson, of Motherwell, Lanarkshire.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *for dispatch to addresses at home and overseas can be sent direct to the Subscription Department,* THE SPHERE, *Ingram House, 195-198, Strand, London, W.C.2. The rates for 12 months, including Christmas Number, for Great Britain and Eire are £5 16s. 6d.; 6 months and Christmas Number, £3; 6 months without Christmas Number, £2 16s. 6d. For Canada the rates for the same periods are £5 14s., £2 19s. and £2 15s.; and for elsewhere Overseas £5 18s. 6d., £3 1s. 3d. and £2 17s. 6d. The terms are inclusive of postage.*

A London Newsletter

195-198, STRAND, W.C.2.

Ministerial "Va et Vient."—Ambassadors, colonial administrators and governors have in the past decades, with improvements in the speed of air transport, lost much of their power and authority. The man on the spot, on whose courage, coolness, knowledge and initiative the welfare of Britain and perhaps the world's peace once depended, have dropped rather to the status of principal clerk-in-charge. It is a sound principle in government that the Minister ultimately responsible should go out and see for himself. In old days he sat in Whitehall, attended Parliament and reached his grave decisions by conning the reports of men whom he trusted (and had to trust) on the spot. To-day he is peripatetic, his Whitehall office sees little of him, his underling often answers for him in Parliament. He is usually airborne. It may be all for the best. But the human mind never quite keeps abreast of new fashions and scientific discoveries. The Victorian mind may have to cope with supersonic conditions, and calm thinking may still be difficult when travelling fast through the ether and staging at airports. I am often astonished by the prevalence of this to-and-froing and hope it is for the best. I observed on a recent day in June the following items in this global general post. The Premier of Australia was in England, of Persia in Holland, of Malta in London; the Foreign Secretary was in Europe, the Colonial in Africa, the Defence Minister in Korea, the key-pin of Malaya was in London, and many an ambassador was airborne also. If rapidity of cool thinking has increased with air speeds, well and good. If not, there may still be virtue in office-keeping and staying put and trusting the man on the spot. On the other hand, no man is indispensable and the new fashion offers good practice to seconds-in-command.

Bevan Tells Scotland.—A clever man and a persuasive speaker studies his audience and has a shrewd idea of what it will swallow. With a general audience he generally employs a simplification of issues which, if not proof against expert cross-examination, will seem plain sense to the general. It was so that Mr. Bevan judged his audiences in Ayrshire and Lanarkshire. If you beg a question, a convincing answer is usually found in the gift parcel. We could have a truce in Korea to-morrow if we would but recognise the Communist regime in China, abandon the South Korean Government, refuse to waste a bullet for Chiang or Rhee, and prepare to hand over Formosa to the Communists. I think it is true. The Communists in North Korea would have no object in wasting more blood and shells. The cold war would once more have gained its objective. But experts would not find it difficult to tie Bevan in knots. In recognising the Chinese Communist Government, do we recognise the Communist right and practice to grab our commercial interests there? In preparing Formosa for "handing back," in what form of quarantine would Bevan put her *pro tem.*? Would that quarantine be good against mass murder and loot? I could guarantee to end a chess match in quick time if I sacrificed my queen to the enemy's pawn in move 2. Even Mr. Bevan is not quite so simple and certain before a Commons audience, which includes some experts.

Most Profligate Chancellor.—Travelling south again, while righteous indignation still burned white within him, Mr. Bevan found at Filey a free and fair field for his flail. He flayed the Chancellor. His intimate experience of twenty years in politics convinced him that Mr. Butler is the most profligate Chancellor this nation has suffered under in two decades. Poor Mr. Butler! The stones are flung at him from every direction, but most of them seem to arrive from those who do not enjoy his attempts to economise in Government spending. The Government departments are still being harried to effect the desired 5 per cent. cuts, and (it must be admitted) when a department such as the Ministry of Education gets down to brass-tacks, 5 per cent. looks as difficult as 50 per cent. None the less, "profligate" is an odd adjective to apply to a cheeseparer, and Mr. Bevan, knowing that in Yorkshire they have hard heads, explained at Butlin's why the word is appropriate to Butler policy. The Tories are digging Britain's grave by halting almost all new investment. The workers are being exhorted to greater effort and output while denied the new tools for the job in the dog-fight of industrial competition for markets. I remember that the term "profligate" has been applied with a much more direct and simple definition to other Chancellors since 1945. But it is always a useful word on a platform where ephemeral oratory is more persuasive than facts and figures.

Gromyko: So This is London!—If only I believed that one can measure up all humanity by the same yardstick, I should hail Mr. Gromyko's appointment as Ambassador to London as a herald of better relations between us and the U.S.S.R. Mr. Gromyko would arrive and find us not drilling for aggressive war, not stuffing bombs with poison gas, not chewing glass, but completely concerned with cricket, lawn tennis, holidays, peep-shows, pay packets and the Coronation. He would in reasonable time sit down and draft reports to Stalin. He would say: "Generalissimo, we are all wrong about those British. They are certainly mad but not criminal lunatics. They are perfectly harmless imbeciles. They wouldn't and couldn't hurt a fly. They are just playing blind man's buff on a sawn and sagging plank. Aggressive imperialists . . . my foot! If you don't want war, you won't get it from them. You can safely leave them to death from natural causes." Of course, he would be as wrong as ambassadors always are (and were about Mussolini and Hitler, and so on). But he would be much more right than wrong. He would kill one absurd Russian heresy or phantom, and substitute another picture nearly as false. But he would ease Russian fears, and that would be to remove one great cause of our present miseries and impasses. Mr. Gromyko has worked much closer to the Kremlin than had the late ambassador, but, of course, Stalin wouldn't believe him; would think he was got at; and, anyway, you can't measure a Russian mind or eyesight by a Western yardstick. So Gromyko's reports will be guarded. He will have much to say of our national genius for camouflage. He will warn Stalin that we wear mail under our dominoes.

Israel in Trouble.—The Jewish home, Israel, is unquestionably facing an economic crisis of dangerous proportions. The territory is small and the ever-open door has let in too quickly all too many of the homeless millions. Looking back over the years, it is clear to me that the dangers of packing the little sardine tin too full were obvious from the first to you and me. But it is no time to cry "I told you so," rather to commend a shortsighted generosity which human sympathy and national pride could not withhold. It was only four years ago that the British mandate was surrendered, and since then the Jewish population has almost trebled. Probably 500,000 would be a manageable population. To-day the Jews number nearly 1,500,000, and it is less a question of no money to buy food than of no food to buy. We in Britain have our trade balance problem and know its consequences. In Israel that problem is trebly serious. For every £5 of imports, only £1 of exports—and that has been the dreadful story for several years. The open door is closing now. Immigration is checked by official decree and by the wider knowledge of what conditions in Israel are, where the teeming population starves in queues and the Government lives from hand to mouth on capital levies. Ben-Gurion has a fearful problem to solve, and only unsentimental logic can be applied to solve it. But the qualities of his race include immense resource, a power to endure which no hardship has ever killed.

A SWEDISH PRINCE MEETS SOMERSET MAUGHAM

PRINCE WILLIAM OF SWEDEN WITH WILLIAM SOMERSET MAUGHAM: They are seen at Nice, where they attended on June 15 the opening of the Congress of the International Federation of P.E.N., the world association of writers which was founded in 1921 by C. A. Dawson Scott. Prince William is brother of King Gustav VI.

London's Traffic Problem.—The rustic who visits London not more often than once a month is every bit as aware as is the daily Londoner of the urgent need for traffic reform in Central London. He may, indeed, see the problem as more urgent, for his mind and nerves have not been hardened by long experience into the patience of despair. A large-scale plan to cope with the heart of the problem, devised recently by Mr. Griffith-Jones and the Westminster City engineer, is now before the many interests concerned for consideration. There would be no change

of conditions west of St. James's Street. Coming in from the west, Piccadilly would become a one-way street to the east, *via* Haymarket, Trafalgar Square north, Strand and Fleet Street. West-bound traffic from the City would use Blackfriars Bridge, Embankment, Northumberland Avenue, Pall Mall and St. James's Street, all one-way except for a one-third strip of the wide Embankment reserved for east-bound traffic over the bridges of the Thames. This scheme does help Bond Street, of course; it may make the portality greater in Clubland, it might without flyovers worse confound confusion on the Embankment. I should say it was worth consideration. But how much money will Messrs. Coutts' broker have to spend if he take a taxi to 440, Strand from Throckmorton Street? Will he go round by St. James's Street? And will THE SPHERE's valued old contributor approach Ingram House by way of the Ritz in a series of bus-hops?

Return of the Roebuck.—At 9 a.m. the other morning I had the joyous sight of a roe doe, shining golden in the bright sun, examining my raspberry canes over the wicket gate. It was a common everyday sight before the late war, one of the chief delights of West Sussex. But I have not seen one so near my house since 1944. If it wants my raspberries, it can have them. My 40 acres of wood shall be its sanctuary and my kitchen garden its playground. I wish I knew how to tempt it to stay with me and preserve its life from the unlicensed butchers and marauding dogs who wound and harry these little native deer out of existence. I should like them to re-establish their famous "ring," which was the delight of naturalists when I bought this house in 1935. Next morning a fawn was seen in the same place. It is the naked truth that this unexpected sight and news gave me more pleasure than would a legacy of £1,000. I would rather diddle Mr. Butcher than enrich Mr. Butler.

At Lord's.—It has been my custom for many years to go to Lord's for the first day of a second Test Match. I go for three reasons: to take the temperature of Test fever patients, to observe how my contemporaries are ageing, and to watch the performances of the new recruits to international cricket. It proved a very mild attack of Test fever. One section of the mound was quite empty and could have accommodated the sitters inside the ropes. There were fewer cars parked in the purlieus of the ground than ever before in my experience. Was it Ascot, or a love of work, or an increasing distaste for using private cars in London? I think most Londoners learn that, if you can choose your hour and your route, a private car is still both a useful and untroubled mode of getting about. My old contemporaries gave me a *memento mori*. "We are getting old, Scaramel." Hutton, that calm and collected captain, used Bedser and Trueman to the full. Bedser is used to it. Trueman worked hard for his four useful wickets. Not a pretty action, a run which surely could be lopped of at least 3 yards, and a largish number of really bad balls of the rustic type. But I should be sorry to face him even on a plumb wicket. There are changes in the pavilion as well as in the faces and figures of my old school friends; but the tea tastes the same. And what is known politely as "gents" is now an amenity which the authorities clearly have regarded not as redundant but reducible. The queue stretches 100 yards.

Traffic in Horses.—It is true, it is odd, it is characteristic of our race that we are more easily stirred to horror, disgust and pity by every reminder of cruelty to animals than to children. Both lots of victims are dumb; the children perhaps to-day have stronger means of being heard. We often hear instances of cruelty to children and to horses. But still the traffic goes on, and still the Ministers in Parliament deny responsibility and toss the question to a confrere. That form of answer ("It 's not my affair") by any Minister makes my blood boil. A Minister in Mr. Churchill's Government one might expect to be reprimanded for such heartless evasion. In Eire the Minister of Agriculture did not shuffle out of responsibility for the conditions under which Eire exports horses and donkeys abroad for slaughter. He categorically denied any cruelty whatsoever. What need have we of further witness from humane societies? We know by long experience that that traffic is not, and never has been, what is fitting in a civilised country, and, if the beastly, sordid trade must be continued, the efforts of civilised people in public and private life in both countries should be combined and concentrated on improving the conditions of transport for these sick and wretched animals, bled white and victims of the callow insensibility that is bred of long observance of suffering. THE OLD STAGER

IN NEXT WEEK'S ISSUE

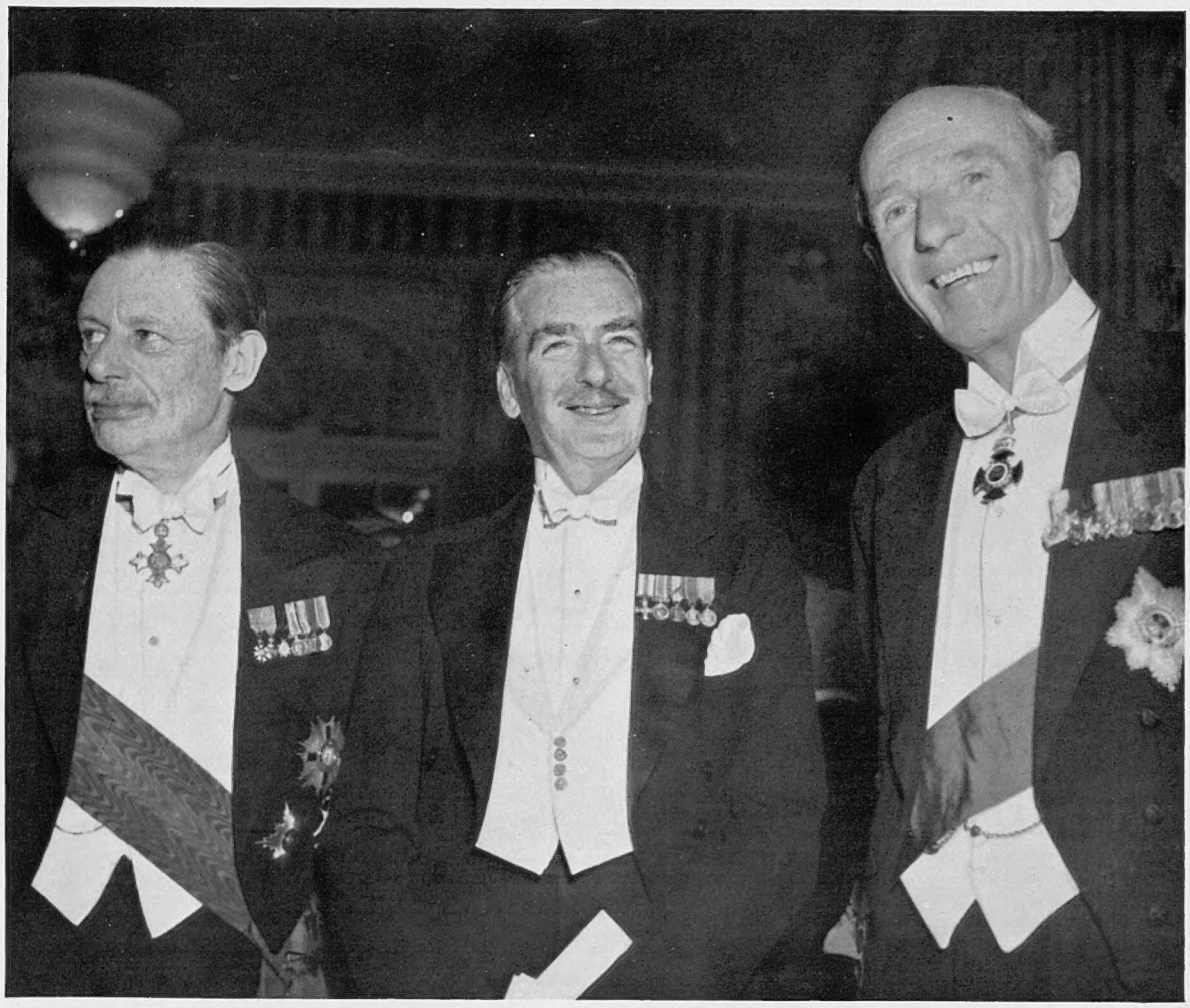
The AGE of the OTTER TRAWL

The Problems of the Fishing Industry Past and Present

By GEORGE GOLDSMITH CARTER

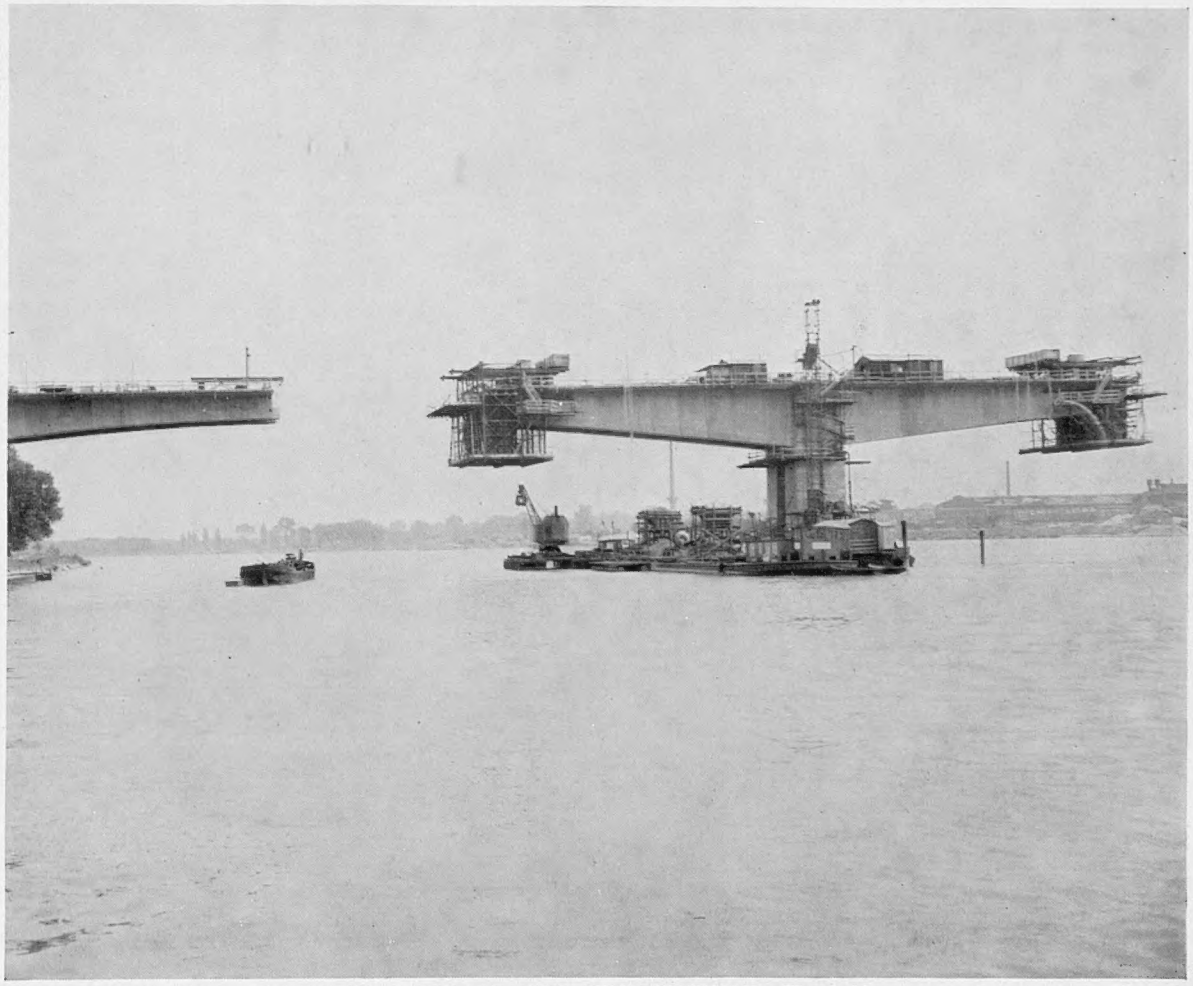
With Drawings by JACK MERRIOTT, R.I., and WINSTON MEGORAN and a Map of the Principal Fishing Grounds by LESLIE S. HAYWOOD

THE FOREIGN SECRETARY AT THE PILGRIMS' DINNER IN LONDON



MR. ANTHONY EDEN'S SPEECH AT THE PILGRIMS' DINNER AT THE SAVOY HOTEL: The Foreign Secretary is seen here with Sir Campbell Stuart (left), Chairman of the Executive Committee of the Pilgrims of Great Britain, and Lord Halifax, the President. In his speech Mr. Eden said he believed that if the Western nations held to their purpose we might yet enter on a period of consolidation and peace. "All things are possible," he declared, "so long as there is unity and mutual understanding between the British Commonwealth and the United States of America. No constructive achievement is possible if we are at odds." He went on: "I am not one to pretend that there exist no differences between Britain and the United States. A great economic revolution and the process of adjustment to it are bound to have their consequences. There are certain to be disputes and misunderstandings. There is certain to be occasional impatience on one side and occasional resentment on the other. And there is an enemy at our doors ever vigilant to divide us. It would be strange indeed if we could always agree on every topic. If we did we should each have to question our independence and vigour of thought. For here is the true strength of Anglo-American relations—that we are, and always must be, real partners in this enterprise of peace." He believed that the agreements signed recently at Bonn and in Paris might prove a turning-point in post-war history. "Out of these agreements can grow a European community combining its forces and its energies more closely than has ever been known in history. And this community stands securely within the wider association of the North Atlantic. I believe that such an achievement will bring nearer the time when a relaxation of the tension between the east and the west will seem just as desirable to the Soviets as it does to us to-day."

MORE RECONSTRUCTION UNDER WAY IN DEVASTATED GERMANY



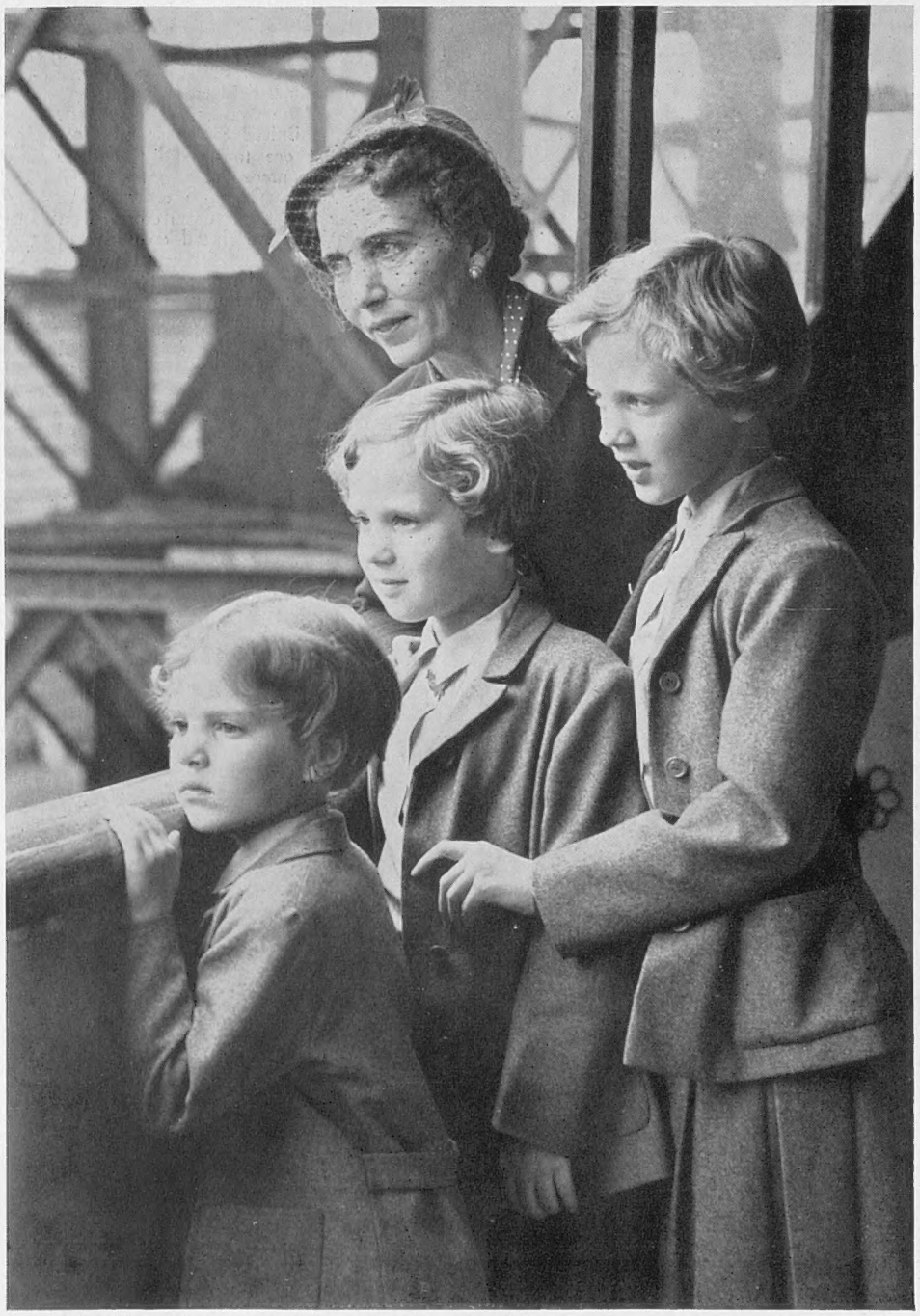
A NEW BRIDGE UNDER CONSTRUCTION ACROSS THE RIVER RHINE AT WORMS: The bridge, supported on two columns, is being built in a newly-developed cantilever method in which the ends of the various arches approach each other from either side until they can be joined in the middle. The bridge will be over 500 yards long. The old bridge across the Rhine at this point was dynamited by retreating German troops during the last days of the war.

The Week in LONDON

A Foreign Office Conference on the Middle East ; Queen Ingrid's Holiday in England ; The Colours of the R.W.F. Return to County Hall

MR. EDEN HEADS A DIPLOMATIC CONFERENCE ON THE MIDDLE EAST : In this picture the Foreign Secretary is seen talking to Sir Roger Makins (centre), Deputy Under-Secretary of State for Foreign Affairs, and Sir Ralph Stevenson, the Ambassador to Egypt. Mr. Eden was presiding over the Conference at the Foreign Office at which British diplomatic representatives in the Middle East were present. It was expected that their discussions would result in a remoulding of British policy in the Middle East.

FOREIGN OFFICE OFFICIALS AND BRITISH DIPLOMATIC REPRESENTATIVES IN THE MIDDLE EAST AT A FOREIGN OFFICE CONFERENCE : Persia's bankruptcy, the crisis in Jordan and the steady spread of Communism in the Middle East were among the subjects they discussed. The conference was headed by Mr. Anthony Eden, the Foreign Secretary, and it is reported that the Chiefs of Staff were also present. In this picture of the conference are, seated, left to right, Sir Rupert Hay, Political Resident, Persian Gulf; Sir John Troutbeck, Ambassador to Iraq; Mr. T. Flett, a Treasury official; Lord Reading, Parliamentary Under-Secretary for Foreign Affairs; Mr. Anthony Eden; Sir Roger Makins, a Deputy Under-Secretary for Foreign Affairs; Sir Ralph Stevenson, the Ambassador to Egypt; Sir Thomas Rapp, head of the British Middle East Office; and Sir Robert Howe, Governor-General of the Sudan. In the front row, standing, are, left to right, Sir Henry Knight, British Representative on the U.N. Works and Relief Agency; Mr. George Middleton, Chargé d'Affaires in Tehran; Sir Francis Evans, the Minister to Israel; Mr. E. A. Chapman-Andrews, Minister to the Lebanon; Mr. G. Pelham, Ambassador to Saudi-Arabia; Sir Knox Helm, Ambassador to Turkey; Sir James Bowker, Assistant Under-Secretary for Foreign Affairs; Mr. W. Montagu-Pollock, Minister to Syria; and Mr. G. Furlonge, Minister to Jordan.



QUEEN INGRID OF DENMARK AND HER THREE DAUGHTERS EN ROUTE TO LONDON : They are seen at Harwich, where Princess Margrethe, aged twelve, Princess Benedikte, aged eight, and Princess Anne, aged six, had their first glimpse of England. They landed at Harwich from the motor-vessel *Kronprinsesse Ingrid* and were met by Count Reventlow and Prince Georg of Denmark, who travelled with them to London. The *Kronprinsesse Ingrid* had been delayed by rough seas and the Royal party arrived at Liverpool Street Station an hour late. An official at the Danish Embassy said that the Queen and her daughters are here on a holiday. He described their visit as "entirely unofficial."

THE CEREMONIAL RETURN TO COUNTY HALL, LONDON, OF THE KING'S COLOUR OF THE 15TH BATTALION THE ROYAL WELCH FUSILIERS : The colours are seen being borne up the staircase during the ceremony last Sunday. They were returning to County Hall, where they are in the safe keeping of the London County Council after being renovated. The flag occupies a place of honour over the ceremonial staircase just above the Battalion Memorial plaque and surrounded by marble panels bearing the names of members of the Council's staff who gave their lives in the First World War.

The Week in PARIS

The Louis Braille Anniversary ; Herriot at Eighty ; General De Gaulle at Mont Valerien

THE REMAINS OF LOUIS BRAILLE ARE TRANSFERRED TO THE PANTHEON : This was the scene within the shrine of France's heroes as the remains were laid to rest following a series of ceremonies in Paris marking the 100th anniversary of the death of Louis Braille, the blind inventor of the alphabet for the blind. Braille's remains, except his hands, have been taken from the cemetery of Coupvraye, near Meaux, where he was born in 1809 and buried after his death, and they have been removed to the Pantheon as a final resting-place. The hands have been restored to the grave at Coupvraye after a Mass held in the presence of the Bishop of Meaux. Among the ceremonies in Paris was that at the Sorbonne, at which the Minister of Health, M. Ribeyre, awarded the Legion of Honour to Helen Keller, who at an early age became blind, deaf and dumb, but who has learnt to speak. Miss Keller was among those who spoke at the Sorbonne. Later there was a procession of blind men and women through Paris.

PRESIDENT AURIOL LAYS A WREATH ON THE TOMB OF LOUIS BRAILLE : The ceremony took place at the Pantheon following the reinterment of the body of the blind inventor of the alphabet for the blind.

HELEN KELLER (LEFT) IS AIDED AS SHE SIGNS THE GOLDEN BOOK AT THE PARIS CITY HALL : The blind and deaf American woman was awarded the Legion of Honour during her visit to Paris in connection with the Braille celebrations. Helen Keller is now seventy-two years of age.

THE GRAND OLD MAN OF FRENCH POLITICS GREETED ON THE APPROACH OF HIS EIGHTIETH BIRTHDAY : M. Edouard Herriot, Speaker of the French Assembly and Mayor of Lyons, receiving good wishes and a bouquet of flowers at a Paris Town Hall. Herriot was born at Troyes in 1872, and in his early days was a Professor at Lyons, the city of which he became Mayor in 1905. Herriot entered the Senate in 1912, and in 1916 became Minister of Public Works under Aristide Briand. His first Premiership was in 1923. It was as President of the Chamber that he opposed Pétain and Laval after the fall of France, and he was subsequently interned at Vittel and transferred to Germany when he protested at the dissolution of the French Chamber in 1942.

CHARLES DE GAULLE REKINDLES THE FLAME UPON MONT VALERIEN ON THE TWELFTH ANNIVERSARY OF HIS HISTORIC APPEAL TO THE FRENCH PEOPLE TO RESIST THE GERMANS : To mark the occasion a torch was carried through Paris from the Arc de Triomphe, where it was lighted at the flame on the tomb of the unknown warrior, to the heights of Mont Valerien. Standing beside General de Gaulle in this picture is Admiral Thierry d'Argenlieu. Mont Valerien has a special significance in the annals of the Resistance Movement, as it was at the fort that 4,500 Frenchmen were murdered during the course of the German occupation.

ASCOT PARADE

The Queen and the Duke of Edinburgh Drive Down the Course to Inaugurate the Royal Meeting in Traditional Fashion

THE QUEEN AND THE DUKE OF EDINBURGH DRIVE DOWN THE COURSE AT THE OPENING OF ROYAL ASCOT : Royal Ascot had a special significance this year as it was the first since the Queen's accession. Shortly after two o'clock the Royal party drove through the Golden Gates, along the course, and past the packed stands to receive a great ovation from the assembled racegoers. Hundreds of grey top-hats were waved as the Queen's carriage reached the Royal enclosure. The carriage was drawn by four of the famous Windsor greys, and there were two scarlet-coated outriders. Accompanying the Queen and the Duke of Edinburgh was the Master of the Horse, the Duke of Beaufort. In the second carriage, drawn by bays, were Princess Margaret, and the Princess Royal, who were accompanied by the Marquess of Linlithgow and the Earl of Westmorland.

ARRIVING AT ROYAL ASCOT TO A CHORUS OF CHEERING : The Queen and the Duke of Edinburgh driving along the course on the opening day. The Queen wore a grey printed mauve silk dress, with a large matching hat with fringed brim.

On right—

THE ROYAL CAVALCADE : In front drove the Queen and the Duke of Edinburgh, in their carriage drawn by the Windsor greys, followed by the carriage of Princess Margaret and the Princess Royal. In the third carriage were the Duchess of Beaufort, Viscountess Hambleden, Sir Eric Mieville and Captain I. Tennant. As the Royal carriages passed the Golden Gates and down the New Mile, the scene was televised.

ROYAL HAT FASHIONS AT ASCOT

These four pictures show the hats worn by the Queen and her sister, Princess Margaret, on the first two days of the Royal meeting. The Queen wore subdued tones of mauve, grey, black and white.

THE ROYAL BOX, FROM WHICH THE QUEEN SAW CHOIR BOY RUN HIS RACE IN THE ROYAL COLOURS : The Queen and the Duke of Edinburgh went down to see the horse saddled before the race. The expected Royal victory did not mature, Choir Boy running most disappointingly.

THE QUEEN, A SMILING FIGURE IN BLACK AND WHITE, IN THE ROYAL BOX ON THE SECOND DAY OF THE MEETING : Beside her stood the Royal Hunt Cup, the big trophy on this day. The Queen wore a full-skirted taffeta coat over a grey silk dress, with a close-fitting hat of white feathers.

PRINCESS MARGARET, THE DUCHESS OF KENT AND THE QUEEN WATCHING THE RACING FROM THE ROYAL BOX : Her Majesty is seen in the foreground on the right, following the race through binoculars, no doubt eager to see how her horse Choir Boy was faring. He started favourite at 5 to 2.

THE BIG CROWD ROUND THE TOTALISATOR IN THE PADDOCK AT ASCOT : This year grey top-hats predominated, as they have done for some years past, and only here and there could a trilby be observed. For the ladies all was well, because the sunshine prevailed throughout the meeting and there was no occasion for last-minute second thoughts. As for the bookmaking fraternity, theirs was an ideal Ascot, with an occasional favourite winning to keep the punters pegging away and enough outsiders winning to ensure substantial profits. Gold Cup Day was a disaster for some backers, but there was one unknown lucky punter who brought off the biggest Tote treble yet recorded. He won £4,307 for 5s. invested, choosing Blue Lamp to win the second race, Castleton to win the fourth, and Giuliano to win the last.

THE QUEEN AND PRINCESS MARGARET ON GOLD CUP DAY : Although there was a blustering wind as they drove down the course, the Queen and her sister looked unruffled in their wide-brimmed hats. On Gold Cup day the Queen was in grey.

TWO FASHION LEADERS FROM THE CONTINENT : *Left*—Madame Suzy Volterra, in a broad-brimmed off-the-face hat. *Right*—The Begum Aga Khan, elegantly veiled. She came to London without her husband, who is convalescing on the Riviera.

QUEEN OF SHEBA GALLOPS HOME A CONVINCING WINNER OF THE ROYAL HUNT CUP: Major D. McCalmont's mare, with F. Barlow in the saddle, passing the post at Ascot when defeating Brunetto (running on the stands side of the course) by half-a-length, the well-fancied Aristophanes being third. F. Barlow rode a perfect race, and after halfway he strode away from the big field with perfect confidence. Queen of Sheba's trainer is H. S. Persse, who recorded his second successive win in this important handicap. Last year he won with Val d'Assa.

ROYAL ASCOT:

Some Facets of a Brilliant Week of Racing

A NOTABLE VICTORY FOR THE MAHARANEE OF BARODA: The Maharanee with her horse Aquino II after his victory in the Ascot Gold Cup. Standing beside her is her husband, the Gaekwar, who bought Aquino II as a three-year-old for £35,000 and presented the colt to his wife. Aquino was ridden by Gordon Richards, who thus recorded his first Gold Cup win at Ascot since 1934.

THE VETERAN TRAINER H. S. PERSSE AFTER HIS NOTABLE VICTORY WITH QUEEN OF SHEBA: Mr. Persse has been a leading trainer for many years, and now he has once again demonstrated in the Royal Hunt Cup his particular brilliance at training sprinters. He was showered with congratulations after the victory of Queen of Sheba. It is the exception for mares to win this celebrated race.

THE ASCOT GOLD CUP OF 1952 STARTED AND ENDED AS A PROCESSION: Aquino II (G. Richards up) in front of Eastern Emperor and the favourite, Talma II, soon after the start of the race. They ended in the same order. Aquino II is trained at Newmarket by F. Armstrong, who has coached the horse back to form.

CLEARING UP ON KOJE ISLAND

With the Splitting Up of the Biggest and Toughest P.O.W. Compounds the Koje Rebellion Seemed to be Near an End

While reports from Korea make it clear that the Koje episode is by no means closed, the main work of clearing the biggest and most rebellious of the prisoner-of-war compounds seems to have been ably accomplished under the direction of Brigadier-General Boatner, the Commandant. There is no doubt that his stern action has saved the lives of a large number of prisoners known by their fellows to be unfavourably inclined towards Communism, or, at least, to prefer living in non-Communist territory when—and if—an armistice is finally negotiated between the United Nations and the Communist armies in Korea.

Long before the clearing of the compounds it was known that anti-Communist prisoners inside were being murdered by their fanatical officers. According to General Ridgway, it was not unusual for the bodies to be "passed out" in the morning. During the recent operations troops who "recaptured" the Communist prisoners made finds which confirmed that apart from bodies passed out, many more had been murdered and buried inside the barbed wire. The mutilated bodies of prisoners were dug up from crude graves where they had been hidden by their murderers.

In the new and smaller compounds there may still be opportunities for such murders to take place, and it is comforting to know that every means will be taken to ensure that no prisoner of anti-Communist sympathies will be accidentally left with fanatics. At the same time the authorities are not certain to be hoodwinked by Communists masquerading as their own victims.

A COLUMN OF SMOKE RISES FROM BUILDINGS IN A KOJE P.O.W. COMPOUND AS THOUSANDS OF COMMUNISTS SURRENDER TO U.N. GUARDS: A number of tanks stand guard outside the compound as the soldiers deal with the more fanatical of the prisoners. Another tank is standing between the buildings inside on the left and at the gateway on the right a little group of prisoners is seen huddled on the ground.

A DIE-HARD COMMUNIST PRISONER FINALLY SURRENDERS: This picture was taken during the operation of clearing up one of the most troublesome of the Koje compounds. The soldiers on the right are investigating trenches dug by the rebel prisoners. The picture shows how the walls of the huts had been heavily reinforced with stones.

UNDER A NETWORK OF BARBED WIRE, CHINESE AND NORTH KOREAN PRISONERS ARE TRANSPORTED BY LORRY TO A SMALLER COMPOUND: Brigadier-General Boatner, the Koje Commandant, was evidently taking no chances with this truculent cargo. Helmeted guards with bayonets fixed stand alert for trouble as the lorry moves off. Other troops are resting on the roadside after the tough job of clearing one of the big compounds.

"NOW WE ARE FREE TO LIVE LIKE MEN": That was the cry of these prisoners who broke away from a column being taken to a smaller compound on Koje. They claimed to be anti-Communists and begged for protection from the revenge of their officers.

On right—

GENERAL BOATNER EXAMINES A HOME-MADE SPEAR USED BY THE PRISONERS: The Commandant saw weapons like this being used to kill anti-Communists as they fled from their fanatical officers.

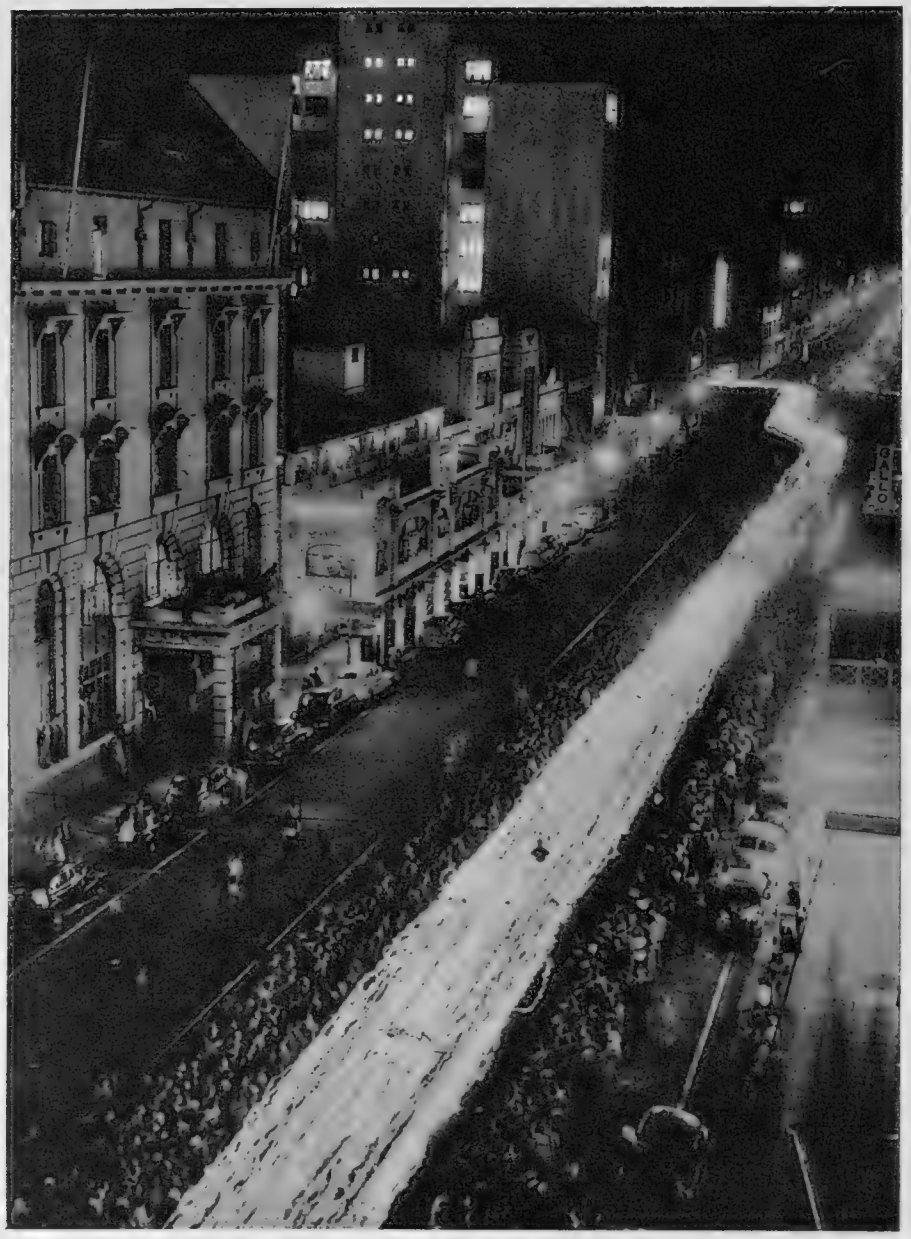
A SURVEY of the FOREIGN NEWS

THE EMIR NAIF OF JORDAN PAYS A VISIT TO ENGLAND: He is seen at London Airport on his arrival from Geneva, and was believed to have come to London to see his son. In Switzerland the Emir met King Talal of Jordan and made what was apparently an unsuccessful attempt to solve the Court crisis which has arisen because of the King's illness. King Talal has been advised to undergo treatment, and meanwhile a Regency Council has been set up to rule "in his absence or presence." Queen Zeine of Jordan is still at Montreux. Her departure recently on a local excursion gave rise to a rumour that she had returned to her own country.

KING FAROUK HONOURS HIS GREAT-GREAT-GRANDFATHER AT THE FAROUK MOSQUE IN ALEXANDRIA: The King is seen presiding over the ceremony commemorating Mohammed Aly the Great. On the left is Prince Mohammed Aly, a cousin of King Farouk. Mohammed Aly the Great, an Albanian soldier and adventurer, was the founder of the present Egyptian Dynasty, of which King Farouk is the tenth ruler. Until recently Prince Mohammed Aly was heir presumptive to the throne of Egypt, King Farouk's marriage with the ex-Queen Farida not having produced a male heir. Females and their descendants are excluded from the Egyptian throne under the rescript of the late King Fuad, King Farouk's father. The recent marriage to Queen Narriman has proved fruitful and consequently the heir to the throne is now Prince Ahmed Fuad.

KING LEOPOLD RETURNS FROM VENEZUELA: The King, father of the reigning King Baudouin of the Belgians, is seen alighting from his plane at Brussels Airport after his flight from Caracas. He was welcomed at Brussels by King Baudouin and his other children—Princess Josephine Charlotte, Prince Albert and Prince Alexander—and by his wife, Princess de Réthy. King Leopold went to Venezuela during March in order to take part in a scientific expedition to the upper reaches of the rivers Amazon and the Orinoco.

PERSONALITIES - - - -



THE VETERANS MARCH THROUGH DURBAN WITH TORCHES: Six thousand former members of the Services from all the coastal areas of Natal marched in this half-mile procession through the seaport city at the beginning of a recent mass demonstration against the Government for its latest moves with regard to the Native Segregation Laws.

On left:

Since Dr. Daniel Malan's Government came to power in South Africa in 1948 the Union Parliament has adopted a number of legislative measures implementing the Nationalist's apartheid policy, the policy of native segregation. The most far-reaching of these measures were the Group Areas Act, which empowered the Government to set aside certain areas where only certain races might live, the Separate Representation of the Voters Act, which removed the Cape Coloureds (persons of mixed white and native descent) from the common voters' roll, the Prohibition of Mixed Marriages Act, the Immorality Amendment Act (making intercourse between Whites and Cape Coloureds an offence), and the Bantu Authorities Bill. The provisions of these laws would fill more than one volume, and in South Africa some of them have stirred up the most violent opposition. That opposition has come largely from the Torch Commando Movement, which has developed under the leadership of Group-Captain ("Sailor") Malan and has now reached such proportions that torchlight demonstrations are a regular occurrence in the cities of the Union.

In England sympathy with the Torch Commando Movement has been considerable, and last week the public expression of that sympathy evoked from Dr. A. L. Geyer, High Commissioner in London for the Union of South Africa, the remark that the majority of people in Britain did not understand the problems of South Africa. Their false ideas and lack of knowledge, he said, were unbelievable. He cited the fact that most Socialists believed that all men were equal, and thus they condemned South Africa and every aspect of apartheid.

THE KING AND QUEEN OF THE HELLENES IN TURKEY—LEAVING HAYDAR PASHA BY TRAIN FOR ANKARA, ACCOMPANIED BY THE TURKISH FOREIGN MINISTER, FUAD KÖPRÜLÜ: King Paul and Queen Frederika journeyed to Turkey in the cruiser *Helle*, and they were escorted into the Dardanelles by Turkish naval units.

The first State visit made to Turkey by Greek royalty since Greece won independence from the Ottoman Empire was concluded last week when King Paul and Queen Frederika of the Hellenes returned to Athens. There was additional emphasis in the fact that this was King Paul's first official visit to a foreign capital since his accession, and there is no doubt that it has done much to consolidate Greek-Turkish friendship. The people of Istanbul, among whom there are 100,000 Greeks, gave a particularly enthusiastic welcome to the King and Queen when, at the end of the State visit, they arrived from Ankara in company with President Jelal Bayar. The Royal visitors crossed from Haydar Pasha to Seraglio Point by sea, and then drove slowly through Istanbul and Pera to the Dolmabagtche Palace, where they stayed until their departure for Greece. During their stay King Paul and Queen Frederika visited the Oecumenical Patriarchate at the Pharar, where they were received by the Patriarch Atheragonas I and members of the Holy Synod. They also attended a thanksgiving service in the cathedral of Istanbul.

in PICTURES: South Africans on the March; Marshal Juin Honours Four Generals; The Greek Royal Visit to Turkey

FRENCH COMMUNISTS HOLD A RALLY AT THE VELODROME D'HIVER IN PARIS, TO CALL FOR THE RELEASE OF JACQUES DUCLOS, THEIR ARRESTED LEADER: Although the Communists did not quite succeed in filling this enormous auditorium, there was, as this picture shows, a considerable assembly. The speeches lasted three hours. M. Marty, the acting head of the party, explained that M. Duclos had been arrested because, with his accustomed clarity, he would have explained once more in Parliament irrefutably that M. Pinay was keeping down the wages of the people to pay for a war. That was why the battle for his liberation was part of the fight against war and the impoverishment of the working class. How were they to work for the liberation of Duclos? Answering himself, M. Marty said: "That all depends on the place, on the nature of the business where you work, of the town and of the village. Everything depends on the local preoccupations of the workers and of the population. In one place the right method will be a petition, in another a delegation to those in authority. Elsewhere it may be a demonstration in the street and in other cases the interruption of work or perhaps slowing-down of production in the factories."

On left—

THE PRISONERS OF PUSAN: Members of the Korean National Assembly, who had been arrested at the orders of President Syngman Rhee to safeguard his own position, peering through the windows of their prison near the Presidential Palace in Pusan. Mr. Rhee's recent actions, which have aroused world-wide criticism and the condemnation of Mr. Truman, have made it impossible for the National Assembly to form a quorum.

MARSHAL ALPHONSE JUIN DECORATES FOUR FRENCH GENERALS AT A CEREMONY IN THE COURTYARD OF LES INVALIDES: The newly-created Marshal is seen (right) as he pinned the Medaille Militaire, France's greatest military distinction, on the tunic of General Rolph Monclar. General Georges Catroux, General Doyen and General Gabriel Cochet, who are seen standing from left to right, were similarly honoured.

Marshal Juin, who was born in 1888 at Bone, Algeria, gained much of his early military experience as Chief of Staff to Marshal Lyautey. He commanded a division in France during 1940 and was taken prisoner by the Germans, being released in 1941, when he was appointed C.-in-C. Vichy French Forces in North Africa. When Allied forces landed in Africa in 1942, Juin surrendered Algiers after a brief show of resistance and concluded an armistice with the Allies. In 1944 he became France's Chief of General Staff. It was on the proposal of M. Pleven, Minister of National Defence, that the French Cabinet decided on May 7 of this year to confer the rank of Marshal of France on General Juin. The decree raising General Juin to the rank of Marshal recalled that in 1944 he drew up the plan for the battle of the Garigliano, which had proved to be the key to the victory in Italy, and declared that General Juin, who directed that battle, "remain in history as the man of the Garigliano."

THE AGA KHAN RESTORED TO HEALTH: The Muslim leader seen seated in his car at Chantilly when he went to the famous racecourse and saw M. Boussac's Auriban win the £5,000 Prix du Jockey Club. He was too ill a few weeks previously to see his own horse Tulyar win the Derby at Epsom, and it was not considered wise for him to make the journey to Ascot last week. The Aga Khan hopes, however, to come over for Goodwood later in the year. At the time of writing he is resting at his villa in Cannes.

SIGNOR AMENDUNI, WHO IS REPORTED TO HAVE NEGOTIATED SALES OF PERSIAN OIL TO AN ITALIAN COMPANY: Signor Amenduni, an Italian, is head of an import-export concern. He is pictured here in Rome, pointing out on a map the intended oil route between Persia and the Mediterranean. Amenduni is said to be one of the principals concerned in the shipment to Italy in the tanker *Rose Mary* of 1,000 tons of Persian oil. The Anglo-Iranian Oil Company holds that until the Persian oil dispute has been setiled the oil is still their property, and that any sales by the Persian Government to other concerns are illegal. The voyage of the *Rose Mary*, with her cargo of contraband, has been the focus of world-wide attention. From Teheran, meanwhile, comes news that the Shah has been told of his country's imminent collapse into insolvency. The Finance Minister, Ali Varasteh, has said that Government expenditure exceeds its income by £3,000,000 a month. Many civil servants have been unpaid for months.

SHEIKH ABDULLAH BIN MUBAREK, UNCLE OF THE RULER OF KUWAIT, ARRIVES IN LONDON: The Sheikh is seen embracing a countryman who met him at Victoria Station. The reception party there included two Foreign Office officials and a number of Oil Company executives. The forty-two-year-old Abdullah, who is much younger than his nephew, is heir to the fabulously rich Sheikhdom of Kuwait, where 60,000,000 tons of oil a year are now produced.

MOUNT MAUNGANUI, WHICH IS TO BE THE DEEP-SEA PORT OF THE BAY OF PLENTY, ON NEW ZEALAND'S NORTH ISLAND, WITH THE PRIMARY TASK OF HANDLING THE TIMBER EXPORTS OF THE £28,000,000 MURUPARA NEWSPRINT, PULP AND TIMBER PROJECT: The operating company is the Tasman Pulp and Paper Company, and its nominal capital will be £6,000,000. For Mount Maunganui vast developments are foreshadowed, and once the order is given the ocean wharf should be completed in eighteen months.

NEW ZEALAND'S GREAT TIMBER PULP PROJECT

New Towns and a New Port Will Rise on the North Island Now the Dominion is Putting into Practice Her £28,000,000 Plan for Self-sufficiency in Paper Production

ONE OF THE MIGHTY FOREST PLANTATIONS NOW UNDER DEVELOPMENT IN THE NORTH ISLAND OF NEW ZEALAND: The famous landmark of Pokaturoa beside the Waikato River at Atiamuri. This forest is privately owned. Away to the east lies the State-owned forest of Kaingaroa, scene of the Tasman Company's developments.

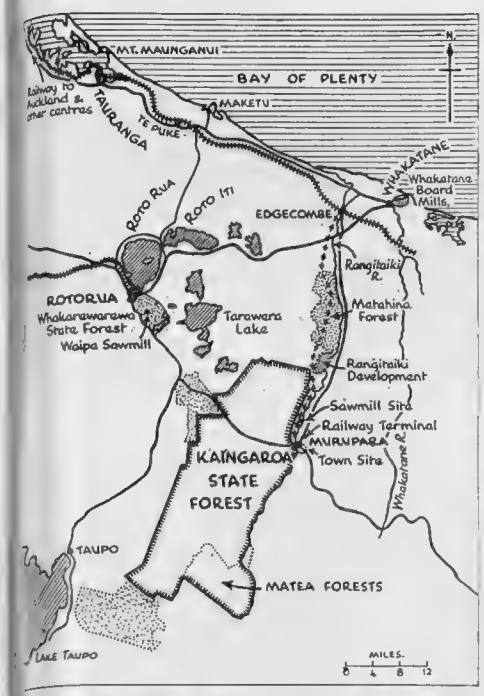
NEW ZEALAND, in common with her great neighbour, Australia, and with her sister nations throughout the world, suffers from a dollar shortage, and, despite all her natural resources, the terms of trade incline against her

In the post-war years she has refused to contemplate defeat, as witness her mighty dam-building projects along the Waikato River, bringing the State Hydro-Electric Department's capital outlay to the imposing figure of £46,300,000, creating a well-co-ordinated power system, the entire network of power stations, transmission lines and sub-stations functioning as a huge machine which benefits alike the pioneer farmer and the industrialist bent on meeting the nation's needs in secondary industrial products.

Now comes news of another project vital to New Zealand's attainment of economic self-sufficiency; for the Dominion has decided to establish a newsprint, pulp and timber industry based on the Kaingaroa State Forest in the North Island. In newsprint alone (and let us not forget how newspaper-minded is this young Dominion) the industry will supply New Zealand's needs and a substantial surplus for export; it will, in the long run, save the British Commonwealth the expenditure of millions of dollars. At the same time the economy of New Zealand will be vastly strengthened by the establishment of what will be the second largest industrial project in the country's history—one, indeed, which may become almost as important as the production of meat, butter and cheese.

To this mighty scheme the New Zealand Government gave its official blessing last month, when it authorised the registration of the Tasman Pulp and Paper Company to develop the £28,000,000 Murupara newsprint, pulp and timber project. It was laid down that the Company would be controlled by a provisional directorate of six, three nominated by the Government and three by the Fletcher organisation, which has done much of the pioneering work.

What was not altogether clear was where the money was coming from; but at the launching of this bold enterprise Prime Minister Holland declared that he had no doubt the necessary capital could be raised. With this end in view, he sent to Europe his Governor of the Reserve Bank, Mr. E. C. Fussell, and at the time of writing, Mr. Fussell is in London engaged upon vital negotiations. There are various possible sources of overseas funds open to New Zealand, but this dollar raising is not without its special difficulties. For instance, membership of the World Bank entails ratification of the



THE AREA OF TIMBER DEVELOPMENT FLANKING THE BAY OF PLENTY : This sketch-map shows the situation of the Kaingaroa Forest, which will supply the timber for the pulp mills at Te Puke. Mount Maunganui, near Tauranga, will be the new deep-sea port, handling the timber and pulp exports from Kaingaroa.

A HOSTEL FOR NEW ZEALAND FOREST SERVICE WORKERS IN THE KAINGAROA STATE FOREST : The Kaingaroa is the largest man-made forest in New Zealand, and has one of the largest concentrations of wood growth in the world. The forest covers 260,000 acres of the pumice land plateau of the North Island and consists entirely of exotic trees—insignis, pine, Douglas fir, Corsican pine and ponderous pine. Most of the trees, planted between 1927 and 1931, are now mature.

A STATE FOREST LOOK-OUT AMONG THE LAKES OF ROTORUA : The look-out, set on a hilltop clearing, is linked with similar look-outs in other parts of the forest, and together the foresters keep watch against fire. Exhaustive tests have been carried out in New Zealand's State Forests, and it has been established that the softwoods are well suited for the manufacture of newsprint, kraft and other papers. From the lessons of the 1946 fires, which swept the Taupo district, New Zealand has evolved an organisation to cope with forest and scrub fires in any part of the Dominion. To-day, at the call of "Fire," men are ready in dozens of districts to go into action.

Bretton Woods agreement and membership of the International Monetary Fund. These tags, it is felt, may not be desirable.

Mr. Fussell faces no enviable task, for the alternatives to the World Bank are not encouraging. There is the United States Import-Export Bank, an American Government lending agency, whose purpose is to use American capital to increase American trade, and there are the United States and Canadian open money markets, where rates are 1 to 2 per cent. higher than with the World Bank.

Withdrawal of the required sum from the Commonwealth dollar pool is another possibility, but perhaps a remote one in the present depleted pool, while there is also consideration of the chances of Swedish help, that country being one of the leaders in the newsprint and pulp industry. Whatever happens in the financial field, however, the New Zealand Government is clearly determined to go ahead with its project, for this is the critical moment. Large areas of forest country, planted during the last thirty years, are already mature, and to delay longer would be to court losses.

The £28,000,000 scheme centres upon the Kaingaroa Forest, which was planted by the New Zealand Forest Service and is the largest man-made forest in the Dominion, covering 260,000 acres of the pumice land plateau to the south-east of Rotorua. Most of the trees were planted between 1927 and 1931, and they include insignis, pine, Douglas fir, Corsican pine, and other exotics. As the forest is cut to feed the mills of the new industry the New Zealand Government will replant the area and ensure a perpetual yield.

The Government plans to sell logs to the Tasman Company at the rate of at least 23,000,000 cub. ft. a year, and the annual output of the industry is expected to be 70,000,000 board feet sawn timber, 50,000 tons of newsprint (enough to supply the *Daily Mirror* with twelve pages for five-and-a-half weeks), 10,000 tons of printing and writing paper, and 25,000 tons of sulphate pulp, from which kraft paper is produced. The New Zealand market is expected to absorb each year 35,000 tons of newsprint and other types of paper, 8,000 tons of pulp and 10,000,000 board feet of timber from the industry. The remainder will be exported, and it is certain that Australia will be one of the keenest customers for the products of Kaingaroa.

Kaingaroa resembles the managed forests of Scandinavia rather than the virgin stands of North

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NEW ZEALAND'S GREAT TIMBER PULP PROJECT

Creating Newsprint for the Dominion and a Surplus for Export

A DOUGLAS FIR FOREST AT WAIPA: It is typical of the large forests established in New Zealand in the past thirty years, and which, with the establishment of the new pulp mill by the Tasman Company, will now bring a rich industrial reward.

A STATE FOREST NURSERY AT ROTORUA: Plantations of young trees in the lakeland area of the North Island of New Zealand. To the south-east of Rotorua lie the great Government plantations on the Kaingaroa plains. Ceaseless research and experiment goes on at Rotorua, most notably in the selection of seed for nursery stock.

AUTUMN IN THE STATE FOREST AT ROTORUA: The camera shows in this aerial view the pattern of light and shade created by modern planting methods in the New Zealand State Forests.

A GRADER ENGAGED IN CLEANING A FIRE BRAKE IN THE WHAITI STATE FOREST: New Zealand's forests grow at a phenomenal rate; something like 10,000 tons of new timber per day or 3,000,000 super feet every twenty-four hours. This is veritable "beans-stalk" development, and by world standards is, of course, phenomenal.

THE SAWMILL AT TOKOROA, THE MUSHROOM TOWN IN THE HEART OF THE TIMBER COUNTRY: This mill is used for making cheese crates and butter boxes. Current developments at Tokoroa, however, make it a centre of the Tasman Company's development scheme. Within two-and-a-half years the population of Tokoroa will be 6,000 or 7,000. Before the war it was a mere village in the hinterland.

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America. The trees are small in diameter by North American standards and, although larger than the average trees of the Scandinavian forests, European methods of sawing are used. The trees grow rapidly in the moist climate of the North Island.

The forest's outlet to the markets of the world will be through the new port of Mount Maunganui, on the Bay of Plenty. When the New Zealand Government first announced the project, it was planned that the industrial plant should be concentrated in the forest itself, at Murupara. The Tasman Pulp and Paper Company, however, intend to build their plant at Te Puke, close to Tauranga. The Government will construct 42 miles of railway to link the forest with the main railway system, and the total distance by rail from the forest to the port will be 90 miles. The railway will also give a valuable new means of transport to the farmers of the Rangitaiki Plains. The new port at Maunganui, also to be developed by the Government, will handle imports as well as exports of forest products. Mount Maunganui is now a summer beach resort, close to thriving Tauranga, with a magnificent, well-protected natural harbour.

While both Te Puke and Mount Maunganui are on the verge of vital developments, development which will certainly strain resources to the utmost in the first years of phenomenal growth, timber will also mould the future of a third town, Tokoroa. Before the war Tokoroa, near the Taupo-Putaruru railway, was little more than a roadside village, centre of a developing but not wealthy farming community. Now it is to be timber town No. 1, with a giant timber mill, and the population of its urban area will reach 6,000 or 7,000 within the next two-and-a-half years. Already there is a move for the township, now administered by Matamata County Council from Tirau, to be given borough status.

Looking back on the beginnings of this great forest enterprise, it is doubtful if, technically and economically, any project has ever been given a more intensive or searching investigation. As long ago as 1925 the potentialities of the forest for pulp and paper manufacture were being investigated. The next step was to make sure that insignis, pine and other introduced types of softwood were suitable for paper-making. Tests in America had proved by 1928 that this was possible. Traditional New Zealand methods of sawing timber were discarded as unsuitable for milling the small logs of exotic softwoods, and Swedish gang saws were introduced. An experimental sawmill was established at Waipa, near Rotorua, to test new techniques, and its equipment is believed to be the finest in the Southern Hemisphere.

Although public interest in forestry development has been focused on Kaingaroa in recent months, the area to be developed under this scheme is less than one-quarter of New Zealand's total exotic forest resources. To-day the Dominion's total area of exotic trees is 850,000 acres, of which 450,000 acres are owned by the State and 400,000 acres are in private hands. One thing is quite clear, New Zealand does not intend to neglect this legacy of her far-sighted planters, who did such fine work in the '20's and '30's, in no small measure making good the shortcomings of their pioneer forefathers who allowed the bushman's axe to annihilate her glorious Kauri, Totara and Rimu trees, which are to-day a dying race.

BRETON YOUTHS FISHING IN CONCARNEAU HARBOUR : Beyond them lie some of the great tall-masted boats on which the nets can be seen drying, nets of the characteristic blue which seems to belong to everything Breton. This is the season when the Breton fleets go out in search of the sardines, tunny, mackerel and lobsters which are so plentiful round these rugged coasts.

THE BRETON FISHING FLEETS GO FORTH

From Early June to Late October They Scour the Coasts, One Third of the Breton Population Actually Going to Sea

By FERDINAND TUOHY

FROM early June to late October the Breton fishing fleets are constantly putting to sea and returning to port with their catches, and when it is said that the coastline involves zigzags in and out for several hundred miles, that one port alone—Douarnenez—boasts a thousand fishing-boats, and that one-third of the numerous Breton population goes to sea in a variety of craft or depends on those who do, the pervasive nature of the five-months season needs no extra word.

Almost half of the fishermen of France are Bretons, and they go grimly all-out as they compete in a non-stop quest of sardines, tunny, mackerel and crustaceans (lobster preferably), "the big four" of the coastal and outlying fishing-grounds. Most of them have devoted much of the winter and spring to bringing their boats and equipment to a high pitch of efficiency (and no small beauty), and it would require a whale of a lot of pressure to get them to fish to rule, or to slow up on any pretext save under Nature's dictate.

Not that Douarnenez wasn't "le premier royaume rouge de la France," the first Communist municipality in the country. That was round 1930. A lot of Communism still subsists among this dour, hard-bitten, Catholic-born manhood. However, the go-getting Bretons are studiously left alone by political commissars and the like during the highly tricky fishing season, which, along with some room-letting to tourists and vegetable-growing in the other months, must provide a whole year's earnings.

About the only time the men cut up rough, heaving whole cargoes of excellent fish into the sea, is when prices are forced right down by a sudden glut. But this is not allowed to happen often, because French people, as a whole, want more fish than they can come by and are reluctantly willing to pay high prices for it. The fishermen own most of the boats, either privately or in groups, and they sell by auction to maréyeurs, who price the merchandise to the markets and wholesalers.

Sometimes a boat will be a family affair from generation to generation—perhaps a crew of eight or nine, from wizened great-grandfather to the ardent cabin boy (mousse), and it is these vessels that contribute the most poignant of the tragedies which stud the fishing season. Very superstitious, the women pray singly and in company along the coast when a boat is missing. Penmarch Point, 20 miles west of Concarneau, is the stormiest and most treacherous area, with a long record of wrecks.

While a good deal of shallow-water fishing and trawling in the Channel and to the South-West Irish coast are done from ports between St. Malo and Brest, the fishing season proper operates principally from Ushant down to Le Croisic (Nantes area), with special reference to the water between Camaret and Lorient, and including all islands.

Ushant's males are long-distance fishermen, one reason being that the fish which abound off the west coast are too hard to catch, owing to rocks, rushing currents and weather vagaries. The women, sturdy persons in severe black dresses with short skirts, do nearly all the island's work and upkeep. They used to have oily black curls, but perms have now come over.

Camaret holds the record for lobsters and for the number of bars per head of the population, for all France. Breton fishermen are lusty drinkers, favouring hard cider laced by "fil," a local firewater, rough red wine, and pernod (synthetic absinthe). Not a few of the women imbibe freely. Hard-voiced and fruity, these may wear the braces. But there 's also a quite meek Breton mother, devout and resigned.

The women are great workers: mending sails and nets, tending the fields, kitchen gardens and livestock, running the home. Their menu standby is a fish, onion and potato stew in a big pot. It simmers throughout the winter. Pork is the big relief from eternal fish which crews may take ad lib.

Few visitors venture out to the weird and desolate Ile-de-Sein, which figured in a recent Pierre Fresnay film based on fact—the fact of piracy which endured until a century ago. Ship-wrecking was how the islanders lived. Now lobster,

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FISHERFOLK OF CONCARNEAU : Their thoughts turn always seaward, north to the Irish fishing-grounds and south to Biscay. From June to October the demands of the fishing season are exacting, as also are the earlier preparations.

OVERHAULING ONE OF THE FISHING-BOATS OF CONCARNEAU BEFORE THE SEASON: With the boat drawn up on a hard standing, bitumastic paint is put on the lower part of her hull.

A STREET IN THE FORTIFIED OLD TOWN OF CONCARNEAU, WHICH STANDS ON AN ISLAND IN THE BAY DE LA FORET: There is also a modern town, with a well-developed canning industry, and upon the modern part of Concarneau centres the very considerable tourist industry.

THE BRETON FISHING FLEETS GO FORTH

A TRAY OF BIG AND LITTLE SARDINES, A DELICACY OFTEN SOLD DIRECT FROM THE FISHING-BOATS TO THE HOUSEWIVES OF CONCARNEAU: The port's canning industry deals with the considerable sardine catch.

THE WOMEN OF CONCARNEAU SCRUB THE FAMILY LINEN IN THE COMMUNAL WASHTUB BESIDE THE SEA: The Breton women are tough and active, with harsh voices in which they give the men as good as they get. They are great workers and home managers, and, indeed, fishermen could not hold the seas without the help given on shore by their womenfolk towards the renovation and upkeep of vessels. Many of the women have a deep religious strain, freely ventilated on Sundays.

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turbot and skate find a lucrative market on the mainland. As for reformed mortals—over 300 men joined De Gaulle in England, out of 1,200 islanders.

The Ile-de-Groix is noted for its brightly painted "Dundees," as they set off to fish tunny. Belle Isle sports bright red sails. Houat and Hoëdic—Duck and Drake Islands—concentrate on lobster-fishing. The women as good as exchange catches against what they need in Quiberon market.

From Quiberon to Le Croisic is known as The Sardine Sea. A pretty little port with character, Le Croisic is not far short of being my favourite. But we must retrace our steps northward. . . . The hub of the fishing coast is from Douarnenez round to Audierne and on to Concarneau. The first is "the sardine capital," and, maybe, where you can best get the whole Breton fishing business in focus. Sardines, mackerel, tunny and lobsters go to more than a score of local confisceries, in addition to which large quantities of fish are dispatched to all parts of the country. At the height of the season white cold-storage trains run as specials to the bigger cities.

They tell you that 120,000,000 fish of all kinds are brought into port annually, yet I have had the greatest difficulty in securing a few fresh sardines, than which, grilled, there 's no tastier fish in the sea. Almost all the sardines are immediately processed, when one marvels at the swift action of the machines and the dexterity of the sardinières.

The latter often get up in the middle of the night to handle a catch, as sardines demand immediate action. Then you will hear endless clogs clopping down the stone streets. Recollection of this scene stirs a line in a letter to a Breton fishing-girl, penned in more impressionable days: "Vous avez des yeux bleus foncés comme la Baie des Trépassés"—a reference to the dark blue water of the Bay of Trespasses, near Douarnenez.

Blue eyes, blue nets, blue seas, blue skies, blue sails, blue berets, blue denims . . . blue is the dominant Breton colour. Not to mention rather more of "the blues" in the racial make-up, than normally. The rest of France calls Brittany "un triste pays," the landscape being supposed to vie in this respect with the natives. Yet this is hardly fair to the lovely coastal stretches and sandy,

UNDER MAINSAIL AND JIB, A FISHING-BOAT SETS SAIL FROM CONCARNEAU IN QUEST OF TUNNY, SARDINES AND MACKEREL: Sailing-vessels still predominate upon the Breton coasts, for the expense of a steam trawler is too much for most of the fishing families. The rocks and trees in the background give an excellent idea of the nature of the coastline in Finistere, that shoulder of France which lunges out into the Atlantic, and has for so long given the world a race of mariners and fishermen inured to ceaseless toil.

BRETON WOMEN GUTTING MACKEREL: They wear the head-dress of Concarneau. Each district in Brittany has its individual head-dress. There must be dozens in all in the five departments which make up the Breton province.

QUAYSIDE REFLECTIONS: A fishing-boat made fast against the quay at Concarneau. A young fisherman with rod and line is being watched by his fellow-townsmen.

rocky beaches which make the tourist season almost rival that of the fishing fleets.

Talk of the beauty having gone out of the Breton fishing fleets is also far too generalising. While many glorious sails have been supplanted by steam, this bears chiefly on the deep-sea trawlers, many of which scour the Bay of Biscay in an arc about 80 miles from shore. The bulk of the more numerous fishing-boats keeping to domestic waters sport richly-hued sails, with brick-red, pink, light-blue and orange as the most popular.

Upwards of 200 tunny-boats are based on Concarneau, and in the season each boat goes out some twenty times, sweeping a wide expanse from St. George's Channel to Corunna. This means between 3,000 and 4,000 boats of this class alone coming and going during the four or five months' fishing. To them must be added the sardine fleet, with its blue nets, which have yielded the August Fête des Filet Bleus, apex of the fishing celebrations.

Add the red-to-rose of the men's tunics and trousers (the paler, the more the panache) and the variegated coiffes of the women, and you see why the Breton fishing season attracts shoals of artists—probably twenty times the number who used to paint in Gauguin's day (1883).

Concarneau heads the tunny-fishing. The one-time crude but adorable small port sought by the few has become big tourist business in July and August—with a four-star hotel and smart "bikini" beaches (to the dismay of the many curés and devout Breton women).

The departure of the cod-fishing fleet to the Newfoundland Banks is a separate affair, taking place in March. It used to be a thrilling spectacle, with the old brigantines gliding out of St. Malo Harbour. I must have seen about the last of them in 1931, when eleven sailed away after the ritualistic blessing. Now, bustling, efficient, ocean-going steam-trawlers, with crews ranging from thirty to fifty, sail from one or two ports.

Incidentally, the Vatican is considering a scheme to supply the many hundred men far from home for several months with what has been dubbed "a floating monastery." Canon Guegon, of Quimper Cathedral, says the monks will work as ordinary fishermen (fishers in two senses). This would be no more than a maritime extension of French priests working in factories alongside organised labour (much of it Red), and having powers to say Mass and to minister during breaks in work.

SHIPS AND THE SEA

HUNTING THE BLUE RIBAND

The S.S. "United States," America's New Luxury Liner, On Her Speed and Power Trials Tops 34 Knots

In August 1938 the Cunard-White Star liner *Queen Mary* crossed the Atlantic at an average of 31·69 knots, and for one full day on that memorable trip steamed at 32·08 knots. This has only been bettered once, by the aircraft-carrier *Lake Champlain*, which after the war crossed the Atlantic with troops, averaging 32·048 knots all the way.

Now comes a challenger for the Blue Riband of the Atlantic held by the *Queen Mary*, the fastest of modern passenger vessels, and the challenge is from America with the new 51,000-ton liner *United States*, which has been built in the Newport News yards under Federal authority.

Last month in her first trials the *United States* underwent most of the standard tests, completing them successfully, but a full power run was postponed when two reduction gear bearings began to overheat. Adjustments in dock corrected this minor trouble, and then she went out in the second week in June to prove whether or not she could sweep the seas. Her subsequent return along the waters of Hampton Roads proclaimed that she must have put up a spectacular performance during those trials, for riding on a mast high above the decks people on shore could clearly see an outsize broom.

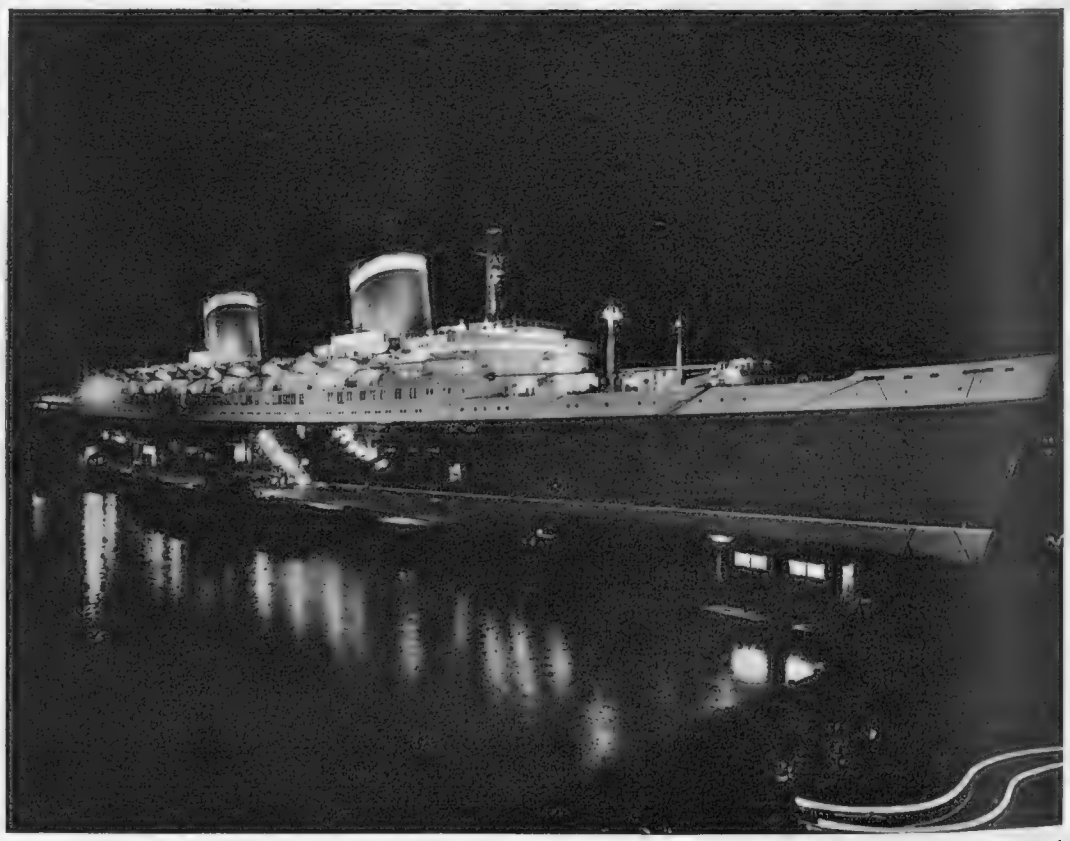
THE BLUE RIBAND TROPHY: This trophy for the fastest Atlantic sea crossing, donated by Mr. H. K. Hales, former M.P. for Hanley, was never claimed by the Cunard-White Star Line after the *Queen Mary's* record.

Just before noon on June 10, building up her power beyond the contract level of 158,000 h.p., the ship raced through deep water 150 miles off the Virginia Capes and attained an even higher speed than her builders had anticipated. The figures were kept a secret, but as the correspondent of the *New York Times* wrote on the following day, the success of the ship "showed eloquently on the faces of observers of the United States Lines, the Newport News Shipbuilding and Dry Dock Company, and Government and naval officers who were present at the trials."

Captain Rex L. Hicks, construction chief of the Maritime Administration, commented: "It can be said that the S.S. *United States* has exceeded the known speed of any merchant ship or large naval craft by a substantial margin.

Captain Hicks, a retired naval officer, stressed that the actual speed of the new liner would not be disclosed for reasons of national security. The ship, he declared, is designed for rapid conversion to a troop transport. She could carry a full division of troops—15,000 men—and their equipment.

THE NEW AMERICAN LINER "UNITED STATES" COMPLETES A FULL POWER RUN DURING HER FINAL ACCEPTANCE TRIALS, AND AS A RESULT HER BUILDERS LAY CLAIM THAT SHE IS THE FASTEST MERCHANT SHIP IN THE WORLD: The vessel sailing up the broad waters of Hampton Roads after her ocean trials in which she achieved a sustained power run at 158,000 h.p. and maintained a speed that "considerably exceeded 34 knots." The 51,000-ton vessel will make her maiden voyage on July 3.



A NEW SILHOUETTE AT SEA: *Left*—A stern view of the liner *United States* during her trials. *Right*—The great vessel spotlit before she set out on the final phase of her trials in which she is said to have developed such remarkable power. On her trials it was reported that there was a surprising absence of vibration, and when full rudder tests, crash stops and full speed runs astern were carried through, the 1,704 passengers aboard found that she showed great stability. The vessel cost 73,000,000 dollars.

BUILDING THE FIRST ATOMIC SHIP

PRESIDENT TRUMAN WITH A MODEL OF THE U.S.S. "NAUTILUS": The President at Groton, Connecticut, after launching the first atomic-energy submarine which, with the aid of a few pounds of uranium and a great deal of complicated equipment, will be able to move under water at 20 knots. In his address at the launching ceremony, Mr. Truman declared: "The day that the propellers of this new submarine first bite into the water and drive her forward will be the most momentous day in the field of atomic science since that first flash of light in the desert at Alamagardo in New Mexico seven years ago, when scientists released the energy of the atom in a gigantic explosion of incredibly destructive force." That flash in the desert proved they had a bomb for war; with this submarine they would have a working power plant for peace.

THE KEEL PLATE OF THE WORLD'S FIRST ATOMIC-ENERGY SUBMARINE IS LAID AT GROTON: The ceremony in progress in the yards by the River Thames. Mr. Truman is standing on the platform, flanked by flags. In his speech, Mr. Truman praised Senator MacMahon, of Connecticut, who is chairman of the Joint Congressional Atomic Energy Committee, and is a possible Presidential candidate.

AN AMERICAN LUXURY TROOP TRANSPORT LEAVES NEW YORK AT THE START OF HER MAIDEN VOYAGE TO EUROPE: The U.S.S. *Barrett*, of the United States Navy Military Sea Transportation Service, is seen leaving harbour on her way to Bremerhaven, Germany, with 1,081 troops and their dependents on board. The ship is the last word in military luxury. She is fitted with air-conditioning equipment, soda fountains, a cinema and a barber shop; what are described as a "formula room for infants" and a "diet pantry"; and a nursery and playpens for children of the soldiers.

BRITAIN'S NEWEST AND BIGGEST CAR FERRY, THE BRITISH RAILWAYS STEAMER "LORD WARDEN," CROSSING THE CHANNEL: The *Lord Warden* had a magnificent reception when Captain Walker, her master, took her to Boulogne on June 16 during a trial run. She is a twin-screw turbine vessel of 3,333 tons, able to carry 120 cars and 1,000 passengers, and capable of making the cross-Channel voyage in 1 hr. 20 mins., though the normal time will be more than this. The *Lord Warden* went into service the day after her visit to Boulogne. She was built by William Denny and Brothers at a cost of £750,000.

A NEWCOMER TO THE NORTH ATLANTIC SHIPPING LANES: This is the new liner *Flandre*, which is to join the *Ile de France* and the *Liberté* in the French Line's passenger transatlantic services. The *Flandre*, of 20,300 tons gross, was launched at Dunkirk in October 1951, and will make her maiden voyage from Southampton to New York on July 23. She has accommodation for 785 passengers in first, cabin and tourist classes. With two groups of Radeau Bretagne turbine engines developing 35,000 h.p. and permitting a cruising speed of 23 knots, the *Flandre* will make the crossing to or from England in five-and-a-half days and to or from France in six days.

A MIDGET SUBMARINE OF THE ROYAL NAVY MAKES ITS WAY THROUGH THE FORTH AND CLYDE CANAL: Delighted youngsters swarm the raised bridge and the canal banks as the X.E.9, with her Commander, Lieutenant Ricketts, telephoning from her yard-wide deck, passes through on her way to Grangemouth. She was on her way to take part in the N.A.T.O. "Exercise Castanet" Naval Operations. Few details have so far been announced of the performance or the striking power of the X.E.-class midget submarines, which represent the latest British development in this kind of ship. Only four of them are recorded in *Jane's Fighting Ships*.

BRITANNIA WILL SOON BESTRIDE THE SKIES

B.O.A.C.'s New Airliner Now Under Construction at the Filton Works, Near Bristol

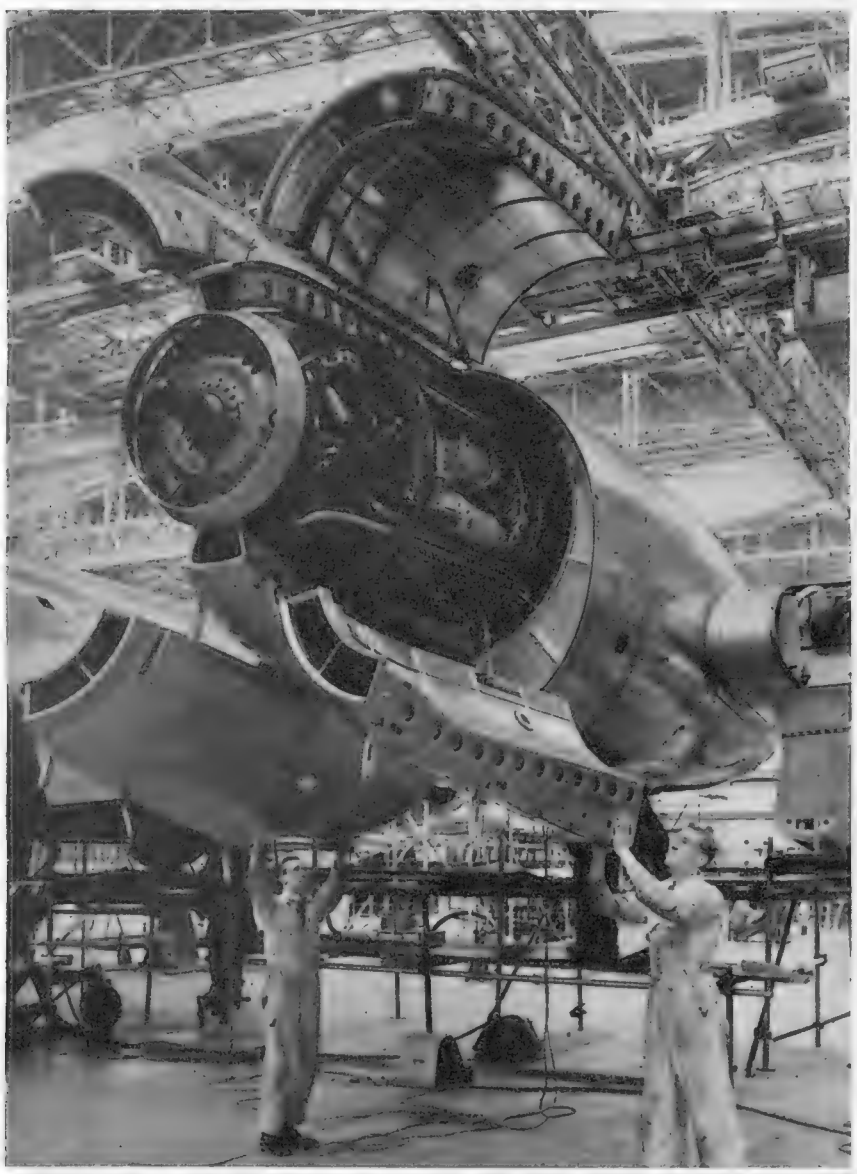
When the Bristol Type 175, now known as the Britannia, was first mooted it was decided to make it suitable for piston or airscrew turbine engines, and it was, in fact, regarded as an insurance against the possibility of turbine-powered aircraft under development for B.O.A.C. being delayed. Three prototypes were ordered by the Ministry of Supply late in 1947, and in November 1948 B.O.A.C. announced that it was planning to order twenty-five of these machines. A contract was signed for this quantity in July 1949. Plans at that time were for one prototype, and the first few production aircraft were to have four Centaurus engines, subsequent models to be fitted with four Proteus airscrew turbines. Early in 1950, as part of an economy programme, B.O.A.C. decided to drop the Centaurus version entirely, and to proceed with all possible speed with the Proteus version. Fitted with the Proteus turbo-props, the Britannia should be a notable addition to the B.O.A.C. service when she comes into operation in 1954, her task being to operate complementary services on the shorter Empire routes in relation to the Comet, which will bestride whole continents at greater speeds. Perhaps the best analogy would be to liken the Britannia to a fast train to Bristol as compared with the Comet, which could be likened to the Cornish Riviera Express. The Britannia, with a larger capacity than the Comet and a slower speed, will appear in two versions, the 74-seat version and the 90-seat version. A five-abreast 74-seat arrangement is foreseen as the luxury layout in this airliner.

THE PROGRESS OF THE PROTOTYPE OF THE BRISTOL 175, THE NEW BRITANNIA, WHICH IS UNDER CONSTRUCTION AT THE FILTON WORKS OF THE BRISTOL AEROPLANE COMPANY, AND WHICH MAY TAKE THE AIR THIS SUMMER : The giant fuselage seen with the main wing-spans fitted. Since information was first released about this 74-90-passenger plane there have been advances in the direction of greater economy, and, fitted with the latest mark of Proteus turbo-prop, performance and load figures are expected to be even better than were forecast. The prototype seen here will have the rather less powerful Proteus II engine. The fleet delivered to B.O.A.C. will have Proteus III engines. This aeroplane was conceived by B.O.A.C. as a medium-range transport for use on the shorter Commonwealth routes, being complementary to the de Havilland Comet.

Highly successful tests with the new Proteus III (700 series) propeller-turbine have proved it to be one of the cheapest-to-run aircraft engines in the world, and this is the engine which will power the Bristol Britannia fleet.

In extended runs on the Bristol test beds the power curve of the new engine has rocketed past the published figure of 3,320 h.p. to 4,100 h.p., with additional jet thrust of 920 lb. Extremely low fuel consumption figures were recorded, while the temperature of the gases at the entry to the turbine was also remarkably low—a feature which promises long life for the Proteus in service over B.O.A.C.'s world air routes.

This performance supports the claim that the Britannia will probably be the most efficient commercial aircraft ever built. Its Proteus prop-jets will enable it to carry more passengers farther and more cheaply than any other aircraft in service.



THE PROTEUS II PROPELLER TURBINE ENGINE : This is the first of the four engines to be fitted to the prototype Britannia at Filton. Despite its fine performance the Bristol Company have not been fully satisfied with its power/weight ratio and fuel consumption, and this has led them to re-design the engine. The result is the Proteus III, which will power the B.O.A.C. fleet of twenty-five Britannia's.

THE SECOND BRISTOL BRITANNIA UNDER CONSTRUCTION AT FILTON : Three sections of the fuselage are seen about to be assembled. In the background is the first prototype to which the Proteus II engines are now in course of being fitted.

THE BRISTOL BRITANNIA IN FLIGHT : An artist's impression of the new airliner, which will play a dominant part on the shorter Commonwealth routes when it comes into action in 1954. It will be a notably cheap liner to run, and there is every prospect that it will prove most profitable in service. At a much later stage a rather longer fuselage version of the aircraft may be produced for B.O.A.C.

THE UNARMED SWEDISH CATALINA RESCUE PLANE, SHOT DOWN BY RUSSIAN JET FIGHTERS OVER INTERNATIONAL WATERS IN THE BALTIC, SEEN JUST BEFORE SINKING : In the foreground the two rubber boats, with the seven rescued Swedish fliers on board, are seen making their way to the German steamer *Munsterland*. The Catalina was searching for a missing Swedish Dakota training aircraft. A protest from the Swedish Government was answered by a note from the Russians stating that a plane had violated the Soviet frontier and fired at Russian aircraft. This statement was categorically rejected by the Swedes.

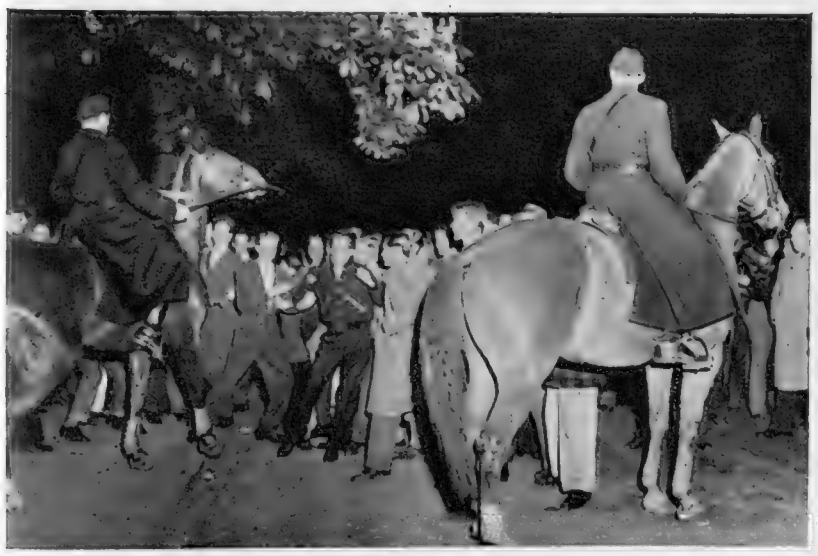
SWEDISH-RUSSIAN TENSION IN THE BALTIC

Sweden Rejects a Russian Note After Protesting Against the Attack on a Catalina

Tension ran high in Stockholm last week when the news was received that two Russian MIG-15 fighters had shot down a Swedish Catalina aircraft while searching for a missing Dakota. Until salvage operations prove successful only certain doubts could be raised over the cause of the Dakota's mishap. But of the Catalina it was only too certain that the Russian jet fighters had fired on an unarmed plane and so provoked an act of aggression against Swedish military aircraft over international waters. In reply to strong protests by the Swedish Government, the Soviet authorities issued a counter-protest in which they claimed that a Swedish plane had violated the Russian frontier and had refused to land when requested to do so. In addition, they claimed that the plane had opened fire on the Russian planes and had flown out to sea. This the Swedes proved to be false, for although they apologised for one plane flying over Russian territory, during thick fog a few days previously, they explained that the two planes taking part in the rescue operations were unarmed. The Catalina shot down by the Russians fell into the sea about 30 miles from Dagoe, and the crew of seven were picked up by a German ship. Two were wounded. The captain of the aircraft explained that he was attacked seven times, and that with his port engine out of action was forced to crash into the sea. "We were miles away from Russian territorial waters," he said. All members of the crew agree that no wireless signals ordering them to land were received from the Russians before the attack. Foreign observers in countries associated with N.A.T.O. have now asked whether Sweden, after "repeated Russian shots at her neutrality," will be able to keep aloof from closer co-operation with the Western Powers. Some suggest the time has now come for Sweden to reconsider that policy.

THE RESCUED CREW FROM THE SHOT-DOWN CATALINA ARRIVE BACK IN SWEDEN : They were greeted by General Nordenskiold, Chief of the Swedish Air Force. The captain of the German ship did not radio the news of the rescue until he was in Finnish waters because he feared Russian reprisals.

BOATS FROM THE SWEDISH FRIGATE "EHRENSKÖLD" SEARCH ROUND A PATCH OF OIL IN THE BALTIC SEA, BELIEVED TO BE FROM THE MISSING D.C.3. TRANSPORT : Close to the patch of oil was a lifeboat. It was stated a short while later that the wreck of the Dakota, for which the Catalina was searching, had been located in 60 ft. of water between the northern tip of Gottland and the small Sandy Island. Rough seas prevented immediate salvage work.



THE SWEDISH POLICE HOLD BACK DEMONSTRATORS IN FRONT OF THE RUSSIAN EMBASSY IN STOCKHOLM : *Left* and *right*—Mounted and foot police push back angry demonstrators who were, at one time, reported to be stoning the Embassy. Large police reinforcements were sent to the area, and the crowd, estimated at 5,000, were asked to remember that they were "civilised and democratic people." The demonstrators also burned copies of the Stockholm Communist newspaper *Ny Dag*.

ONE OF BRITAIN'S THREE PRIME MINISTERS IN 1852: Lord John Russell as he appeared in an early photograph, now part of Helmut Gernsheim's remarkable collection of historic photographs. It was in 1852 that Lord John resigned after he had held the Premiership for four-and-three-quarter years. The cause of his Government's downfall was the disagreement with Palmerston who, without consulting his colleagues, had recognised the Government formed by Napoleon after his *coup d'état*.

HIS WAS THE FIRST CONSERVATIVE GOVERNMENT OF ENGLAND: Thomas Stanley, first Earl of Derby, became Premier for the first time in 1852, the year after he succeeded to the Earldom. His term of office was brief, as also was his second term in 1858-59, when the Bill for extending the franchise caused his resignation. Derby's third Government passed the Reform Bill in 1867. Derby stands in the line of great British statesmen who were scholars. He was greater, however, as an orator.

THE ONLY PHOTOGRAPH EVER TAKEN OF THE DUKE OF WELLINGTON: The daguerreotype belongs to the year 1844 and was the work of Antoine Claudet. 1852 was the year of Wellington's death, and his passing was regarded by the whole nation as the passing of an era. The Duke retained his independence of outlook and mental vigour even when he was "like an aged eagle beginning to totter from his perch."

THE FOURTH EARL OF ABERDEEN, PRIME MINISTER DURING THE CRIMEAN WAR: Aberdeen became Prime Minister in December 1852, and the main event of his term of office was the start of the war into which the Ministry was dragged somewhat against the will of its chief. Aberdeen was not the man to organise the country for a war, and the passing of a vote of censure on the Government in 1855 was followed by his resignation.

FLASHBACK TO 1852 . . . .

When Britain Had Three Premiers

A Survey of a Remarkable Year in Our Island's History

By CHARLES DIMONT

In this flashback to 1852 we are aided by early photography, and thanks are due to Helmut Gernsheim, the distinguished collector of early photographs and authority on the subject, who has contributed to THE SPHERE *pictures from his files of a century ago. All the pictures relate in some way to the year 1852, that remarkable year which witnessed the death of Wellington and the rise of Napoleon III, the nephew of the man whom Wellington had conquered upon the field of Waterloo.*

ONE HUNDRED YEARS ago Britain was in the throes of a General Election. The year 1852 is unique in political annals, for the country had three different Governments: Lord John Russell's (sometimes called the "last Whig" Government); Derby-Disraeli's (the first Conservative); and Aberdeen's (the first Liberal). The electorate numbered 1,167,466 out of a total population for Britain and Ireland of 27,452,262. Women, of course, did not come into the electoral picture. The fall of a Ministry did not necessarily imply an immediate election, and Derby had been in office over four months before the polling in July. Voting was far from secret—usually it was by show of hands—and the scenes at the hustings would have made the rowdiest of modern election meetings appear boring.

The confused state of the political parties was evidence that Britain was passing through a period of transition. Election candidates might be known as Peelite, Protectionist, Whig, Tory, Conservative, Liberal or Radical. Nor were individual loyalties always clear. Lord Palmerston, who had been Foreign Secretary until 1851, joined the attack on his former chief, Russell, in February 1852, and flirted with Derby throughout the summer before taking office as Home Secretary under Aberdeen at the end of the year. Gladstone, a Peelite, also voted against Russell, was considered a "possible" by the Conservatives, but was unwilling to serve under Disraeli, the Leader of the Commons, and eventually became Aberdeen's Chanellor of the Exchequer.

THE HOUSES OF PARLIAMENT IN THE EARLY '50's: This photograph is of interest not only because it shows Parliament a century ago when construction was still in progress, but because it is the work of Roger Fenton, pioneer of war photographers. It was on February 3, 1852, that the House of Commons officially occupied their new Chamber, and on that occasion the Queen knighted the architect, Charles Barry.

However, one person was confident of the return of political stability. Queen Victoria believed "*out* of the *present state* of confusion and discordance, a *sound state* of *Parties* will be obtained, and *two Parties*, as of old, will again exist. . . ." She was wise enough not to anticipate how those two parties would be formed. Yet had anyone been able to foresee the future, the shape was already there. Palmerston still dominated the political scene, but to us, a hundred years later, the most interesting figures must be Gladstone and Disraeli. Both were Chancellor of the Exchequer in 1852, and over Disraeli's Budget they clashed in the first of those titanic struggles which were to animate Parliaments for the next quarter of a century. Lord Derby was certainly not clairvoyant. He considered Gladstone in 1852 had "none of that decision, boldness, readiness and clearness which is necessary to lead a Party."

As Leader of the Commons, Disraeli was able to address himself officially to the Queen. At first she found his letters "curious" and "in the style of his books"; but after a few months she was showing more respect. Disraelian blandishments were also offered to Prince Albert—"the princely mind in the princely person"—but the Consort does not appear to have been impressed. Probably he preferred Gladstone, with whom he was soon able to engage in a sanctimonious correspondence delightful to both of them. Albert, the Queen told her Uncle Leopold, was growing "daily fonder and fonder of politics and business and is so wonderfully *fit* for both—such perspicacity and *courage*." She herself, she said, disliked the "masculine occupation" of government. "I am every day more convinced that *we women*, if we *are* to be *good* women, *feminine* and *amiable* and *domestic*, are *not fitted to reign*." The tone of the Court was improved by insisting that

"THE GREAT EASTERN," THE SHIP WHICH LAID THE ATLANTIC CABLE: This vessel was started in 1852 and finished in 1858. *The Great Eastern* was not a success as a passenger liner, hence her conversion to cable-laying.

THE MINARETS OF THE KREMLIN IN 1852, A YEAR OF ANGLO-RUSSIAN TENSION: This caloptype was the work of Roger Fenton, the first of the war correspondent photographers. Fenton was a great traveller and his pictures from distant places created a sensation in his day.

members of the Household should not be on the verge of bankruptcy, and possess moral characters which would bear investigation.

Parliamentary sessions were shorter than to-day, but members were none the less hard working. In the session from February 3 to June 29, the Commons sat on eighty days for a total of 580 hours, 55¼ of those hours being after midnight. The Commons met this year for the first time in their new Chamber, and although Barry's new Houses of Parliament were not entirely finished, they were formally opened by the Queen. The business of both Houses centred round the familiar topics of Food (Protection *versus* Free Trade), Taxation and Defence.

In 1852 Britain suffered a war scare, from her traditional enemy, France. In Paris, Louis Napoleon was consolidating his dictatorship and Britons read horrifying reports of repression and mass deportations. In June, British correspondents in Paris were told they must refer to the President more respectfully in their despatches or they would be expelled. By Christmas, Napoleon had assumed the title of Emperor. Needless to say, British military pundits were unanimous in declaring Britain's defences to be totally inadequate. Sir Francis Head, in his book, *On the Defenceless State of Britain*, announced that steam power had finished the country's security as an island. An invasion attempt by an enemy using steamships could not fail. Its success would be "as securely calculated upon as the arrival of the steamer *Hindostan* from India at Southampton, or the arrival at 10.30 p.m. of the Edinburgh express train at Euston Station."

Another menace was looming from Russia, and British policy was directed to stopping Czar Nicholas I's expansionist ambitions in the Middle East. Russian aggression was one of the main causes of the Crimean War two years later.

In 1852 Britain was engaged in one war, with Burma, and for the second time. Rangoon was occupied and annexed and the Burmese called upon to place themselves under the protection of the British "whose rule is marked by justice and benevolence." In the Colonies, New Zealand was granted a representative Constitution, the Bill passing its second reading in the House of Commons without dissent.

Democracy was an ideal by no means desired by everybody. Lord Derby told the Queen he was "sincerely anxious to check its growth." But the first Radical to hold Ministerial rank, Sir William Molesworth, was included in Aberdeen's Government. Unnoticed by the inhabitants of London, a penurious exile in Soho was sending reports to the *New York Tribune*. "Recognising the social antagonism of classes at the bottom of all political struggles . . ." wrote Karl Marx by way of a Christmas contribution. 1852 must have been one of the worst years in Marx's life. He and his family lodged in two grubby rooms in Dean Street. They were often on the verge of starvation. Marx even pawned his only suit.

Londoners able to read had the choice of seven morning and five evening newspapers. Periodicals included a great variety of literary and scientific magazines, two or three gardening papers, the *Journal of Gas Lighting* and the monthly *Teetotal Times*. Typical of the age was the mass of special reading for railway journeys.

Literate Londoners could also discover this year how many of their fellow-inhabitants could not read at all. Henry Mayhew was continuing to publish his survey of "London Labour and the London Poor," the first parts of which had come out in 1851. According to this pioneer in sociology, in some areas nine out of ten could not read. But even the illiterate enjoyed being read to. So there was plenty of variety in the newspapers, to suit all tastes: horrors, crimes, frequent colliery disasters and railway accidents, scandals, adventures and interesting gossip. The troopship *Birkenhead* struck a rock and sank off the Cape of Good Hope. While the women and children were taken off in the boats, the troops formed up on the decks as though on parade, and many of them went down with the vessel. In the Channel, the *Amazon* was burnt out. Among the many fatal casualties was Eliot Warburton, the novelist, whose latest book, just out, had contained a vivid description of a ship being destroyed by fire. The Queen was left a fortune of £500,000 by an eccentric lawyer. He was a bachelor without relatives, so Victoria felt able to accept the legacy. Oxford won the Boat Race, and Daniel O'Rourke won the Derby. The death of the Duke of Wellington in September was the signal for a spontaneous outburst of national mourning never before or since accorded to a commoner. His opponent of Peninsular days, Marshal Soult, died in Paris, the sale of his collection of art treasures fetching record prices. Robert Browning was unwittingly concerned in a literary scandal by writing the preface for some Letters of Shelley which turned out to be forgeries. They were the work of a certain Major Byron, who seems to have specialised in counterfeiting correspondence of Romantic poets. After much discussion it was decided to move the Exhibition Building in Hyde Park—Queen Victoria's "my dear Crystal Palace"—to Sydenham. A scheme for a Channel Tunnel was propounded by a Frenchman.

Reading received a great stimulus by the opening of the Manchester Free Library, "the first but not the last of its kind," according to the Press. Prominent at the opening were Dickens and Thackeray. Both published major novels in 1852, Dickens putting out *Bleak House* in monthly parts, and Thackeray publishing *Esmond* in its entirety. However, the Novel of the Year was undoubtedly *Uncle Tom's Cabin*.

At the Royal Academy, the Pre-Raphaelites were still causing critical fulminations, but they were becoming more respected.

IN 1852 HE MADE FOR HIMSELF AN IMPERIAL THRONE: The Emperor Napoleon III, both visionary and schemer, who stepped to imperial power after receiving the ten years' Presidency conferred upon him by plebiscite. His court was marked by splendour, decadence and extravagance.

Not only politically but in many other ways 1852 appears to be a year of transition, a year which is far but at the same time close to us. Wellington died, Asquith was born. The last effective Habsburg Emperor was already on his throne. Tom Moore, the poet, died; George Moore was born. Samuel Rogers, the banker-poet, rising ninety, could recall a European society which had never heard of the guillotine. In Dorset, Thomas Hardy was twelve. That indefatigable writer, Martin Tupper, had a vision of the future and communicated it to the public by means of "A Prophetic Ode." He saw men "flying with steel-ribbed Albatross wings," crossing the oceans "in palaces built upon Ark-like keels," dulling disease "through drugs and cunning arts" and dreaming they were "Masters of Death." Tupper was a typical mid-Victorian, possessing in great measure those two great Victorian virtues—belief in himself and belief in the future.

REBUILDING THE CRYSTAL PALACE ON THE HEIGHTS OF SYDENHAM IN 1852: Foundation-laying operations in progress for the great building, which was remeved from Hyde Park. In the foreground is one of the wonders of the age, a steam-operated mortar-mixing machine. The reopening of Paxton's mighty pavilion took place in 1854.

A GREAT CROWD THRONGS THE MARKET SQUARE OF SELKIRK AS THE STANDARD-BEARER, UPON A STAGE IN THE CENTRE, CASTS THE COLOURS : This forms part of the ancient ceremony of Riding the Common, held in memory of the fighting men of Selkirk who fell round James IV at the Battle of Flodden, when that ill-starred King was caught on a ridge of the Cheviots and his forces decisively defeated. The losses of the Scots at Flodden have been placed at 11,000 out of 40,000 engaged, but these figures are certainly too high. What is certain is that the flower of the Scottish nobility was cut down as the leaders fought to the last beside the King.

RECALLING FLODDEN

The Annual Ceremony of Riding the Common in the Border Town of Selkirk

At not far distant Hawick, in Roxburghshire, there is also a Common Riding Day, and this commemorates the action fought against the English by a number of young men of Hawick who surprised the redcoats at Hornsloe, a spot on the Teviot two miles below the town, routed them and bore away their flag. The skirmish at Hornsloe was regarded as a small measure of revenge for the disastrous defeat of Flodden in the previous year—a defeat in which most of the Border towns shared.

THE MEN WHO RODE THE COMMON DURING THE FLODDEN CEREMONIES AT SELKIRK : *Left*—Crowds thronging the roadside to applaud the galloping cavalcade as the riders rode round the common lands, over hills and moors before the ceremony of "casting the Colours." *Right*—The standard-bearer at the head of the cavalcade.

ROYAL OCCASIONS

The Queen Mother's Visit to the North of Scotland; Princess Marie Louise at the Theatre; Princess Astrid of Norway Unveils a Memorial to Her Countrymen

QUEEN ELIZABETH, THE QUEEN MOTHER, VISITS THURSO DURING HER TOUR OF THE NORTH OF SCOTLAND: Her Majesty, in company with the Provost of Thurso, Mr. John Sinclair, at the harbour quayside, following her inspection of a quick-freeze factory, a new venture started in the town since the end of the war. The visit to Thurso was made during the Queen Mother's Scottish visit, when she stayed at the House of the Northern Gate, Dunnet, near John o' Groat's. Accompanying Her Majesty was her hostess, Lady Doris Vyner, wife of Commander C. G. Vyner. A large crowd greeted the Royal party, and the Queen Mother spoke to a number of the factory's employees, who process crabs and lobsters and quick-freeze white fish after filleting

PRINCESS MARIE LOUISE ATTENDS A PERFORMANCE GIVEN IN AID OF THE METROPOLITAN DISTRICT NURSING ASSOCIATION: The seventy-nine-year-old Princess seen arriving at the preview of *Dial "M" for Murder* at the Westminster Theatre. The play, the first by Frederick Knott, had its first showing on television a few months ago. The cast of five, headed by Emrys Jones and Jane Baxter, delighted the audience on the first night and the play seems destined for a long run. The story tells of an ex-tennis champion's plans for the murder of his wife by an old school acquaintance while he establishes an almost unshakable alibi for himself.

A ROYAL STUDENT FROM NORWAY PAYS A VISIT TO NORTH WEALD, ESSEX, TO UNVEIL A MEMORIAL TO NORWEGIAN AIRMEN WHO DIED WHILE FIGHTING IN THE AIR OVER BRITAIN: Princess Astrid, daughter of Crown Prince Olaf of Norway, inspecting the guard of honour following her arrival at North Weald to unveil the memorial. With the Princess is the R.A.F. Station Commander, Wing-Commander A. C. Dere, D.S.O. The monument, designed by the Norwegian sculptor Roar Carlsen, was cast in Norway and later flown to England. It bears the inscription "A gift from Norwegians of the 331 and 332 Squadrons in gratitude for the hope and opportunities so kindly given at a difficult time." The Princess, who is a student at Oxford, spoke in English at the ceremony. She will celebrate her twenty-first birthday next year.

A NORWEGIAN ROYAL OCCASION IN ESSEX—THE UNVEILING CEREMONY OF THE AIRMEN'S MEMORIAL AT NORTH WEALD: *Left*—General G. Lambrechts, Commander-in-Chief of the Norwegian Air Force, seen speaking before the unveiling. Princess Astrid is seated between the Camp Commander and Sir John Slessor, Chief of Air Staff. The Norwegian Ambassador is fifth from right. *Right*—The Princess unveils the memorial in the presence of British and Norwegian Air Force Chiefs

ARLINGTON COURT, THE 3,000-ACRE NORTH DEVON ESTATE, IS OPENED TO THE PUBLIC: The Regency house, near Barnstaple, is open each day, except Tuesday, from 11 a.m.

The Arlington Court estate, lying seven miles north-east of Barnstaple, was given to the National Trust in 1946 by Miss Rosalie Chichester, whose family had owned it since the sixteenth century. The property, which amounts to 3,470 acres, is of great natural beauty, and the Trust, at Miss Chichester's wish, is to maintain the central part of it as a nature reserve. Arlington Court is a Regency house, last decorated in about 1840, to which a large addition was made in 1883. The earlier block is being used as a museum and houses the unusual collection of sea-shells, pewter and model ships which Miss Chichester amassed in her lifetime. After her death in 1949 a water-colour by William Blake, "The Cycle of the Life of Man," was discovered in an attic. This picture, which has recently been on loan to the Tate Gallery, is now on show at Arlington.

TWO COUNTRY HOUSES OPEN TO THE PUBLIC

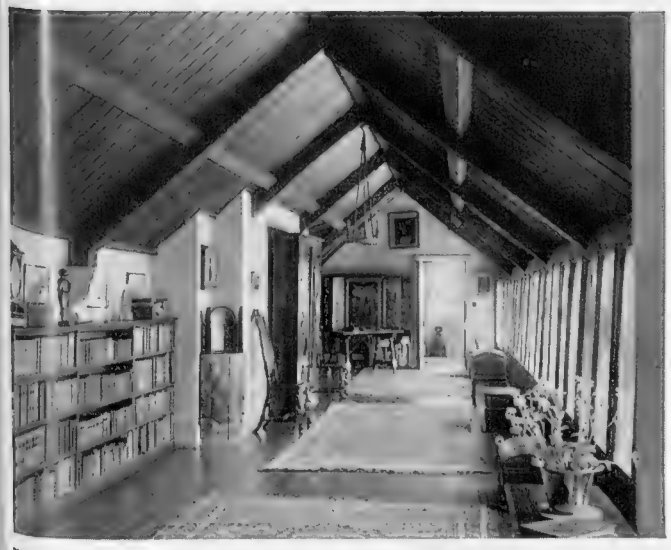
AND THE APPEAL TO COMPLETE LANCING COLLEGE CHAPEL

THE GLORY OF LANCING COLLEGE—AN APPEAL IS LAUNCHED FOR THE CHAPEL OF ONE OF THE FIRST WOODARD SCHOOLS: The Bishop of Oxford, President of the Woodard Corporation, has appealed "to all lovers of good architecture, and equally to all members of the Church of England," to contribute towards the cost of completing the west end of the chapel. In a letter to *The Times* the Bishop explained that the temporary wall at the western end was showing evidence of deterioration and that the time had come for it to be completed. Mr. Dykes-Bower's design provides for a slight westward extension, a new west wall, with a large rose window, and an apsidal narthex. Although the complete cost of the work will be considerable, the Bishop says the first part can be undertaken at the cost of £50,000. The imposing pile of the chapel, the dominating building which rises above the Sussex Downs as a constant reminder of the religious faith of Nathaniel Woodard, was begun in 1868. Woodard, one of the great educationists of the nineteenth century was impressed with the lack of schools for the middle classes offering definite Church of England teaching. He determined to right the matter, and in 1848 he issued his first pamphlet on the subject, *A Plea for the Middle Classes*. In the same year Woodard took practical steps to bring his scheme to fruition by opening a boarding-school at Shoreham. The school is now known as Lancing College, and to-day it remains the focal point of the Woodard foundation, its great chapel, cathedral-like in its magnificence, being a testimony to the religious faith which lay behind all that Canon Woodard projected. In 1948 a special service was held in the chapel to mark the centenary of the foundation of the Woodard schools

SAWSTON HALL, NEAR CAMBRIDGE, WHERE MARY TUDOR TOOK REFUGE IN 1553, HAS BEEN ADDED TO THE LIST OF COUNTRY HOMES OPEN TO THE PUBLIC: The owner, Captain R. J. Huddleston, R.N. (Retired), is taking this means of keeping the ancient Hall in the possession of the family. This view of the Hall, taken from the south, shows the moat and two sundials fixed to the wall.

Sawston Hall, near Cambridge, has been in the possession of the Huddleston family for 500 years. As a means of paying for its upkeep, the present owner, Captain R. J. Huddleston, opens the Hall to visitors on Saturdays, Sundays and Bank Holidays from 2 to 5.30 p.m. and by special request on Thursdays. Sawston Hall has several special connections with the Roman Catholic Church, for apart from being a great show-place, it was the sanctuary of many priests during the days of persecution. It also provided a hiding-place for Mary Tudor on the night of July 7, 1553, when evading capture by the supporters of Lady Jane Grey. When King Charles II hid in the oak tree at Boscobel, after the Battle of Worcester, it was a Huddleston—the Benedictine monk Father John—who helped him to escape. It was this self-same priest who, on the introduction of the Duke of York, heard the dying King's confession, reconciled him to the Roman Church, and administered the last sacraments. A portrait of John Huddleston now hangs near the fireplace in the Long Gallery at Sawston. In the great hall, about 60 ft. long by 40 ft. wide, is the portrait of Mary Tudor, while her bed is preserved in the Tapestry Room. During the Second World War the Hall was requisitioned, and for a time served as a headquarters for a United States flying wing.

THE DRAWING-ROOM OF SAWSTON HALL: The cedar table with marble top (c. 1590) in the window is a recent discovery. The two Tudor pictures on the South Wall are of family ancestors, one of whom, Sir Edmund Huddleston, was implicated in the Gun-powder Plot. He was arrested but later acquitted.



THE GREEN GALLERY WITH ITS TIMBERED CEILING: The triptych at the far end is a fine Flemish primitive. The set of Flemish tapestries (c. 1500) in the Tapestry Room where Mary Tudor once slept, depict scenes from the life of King Solomon.

THE CHAPEL AT THE FOOT OF THE SPIRAL STAIRCASE: The chief features are the carved Stuart Tabernacle and the eighteenth-century ceiling. In former days many priests took refuge in Sawston Hall and special hiding-places were built by Nicholas Owen, one of them being situated at the top of a winding staircase in the tower. This priest's hiding-hole is now shown to visitors. There is a strong family belief that a second one exists somewhere in the Hall's thick walls.

GENERAL MATTHEW B. RIDGWAY, THE NEW SUPREME COMMANDER, ALLIED FORCES IN EUROPE, PAYS AN OFFICIAL VISIT TO ITALY: Accompanied by the bareheaded Signor Pacciardi, the Italian Minister of Defence, the General is seen walking from his aircraft at Rome after his flight from Paris. The Minister of the Interior, Signor Scelba, had taken the most elaborate precautions against the possibility of Communist demonstrations against the General's visit. On the day of his arrival special police and plain-clothes men were posted at almost every street corner and armed carabinieri were stationed in pairs every 50 yards along roads leading from the airport. At a Press Conference next day the General said that he had come to Italy not to talk a lot but "to look at problems on the spot and to listen to the Government's civil and military authorities." It was believed that among questions raised in Rome with General Ridgway was the military organisation of the whole European Mediterranean zone, of which Italy has been said to be the essential pivot.

MILITARY V.I.P.s ON THEIR TRAVELS

Lord Alexander in Korea; General Ridgway Visits Rome; General Templer at a Press Conference in London

GENERAL RIDGWAY GREETED BY THE ITALIAN DEFENCE MINISTER RANDOLFO PACCIARDI ON THE GENERAL'S ARRIVAL IN ROME: Mrs. Ridgway is seen on her husband's right hand.

GENERAL SIR GERALD TEMPLER, THE HIGH COMMISSIONER IN MALAYA, AT A PRESS CONFERENCE IN LONDON: General Templer (left) is seen at the conference with the Secretary of State for the Colonies, Mr. Oliver Lyttelton. Sir Gerald spoke of the serious repercussions in Malaya of the decline in the price of rubber. This, he said, was a very serious situation indeed, particularly at a time when Malaya was heavily committed to expenditure in relation to the emergency. It not only affected the revenue of the country but also the livelihood of many thousands of workers in the rubber industry. The United States was fully aware of the importance of rubber in South-East Asia and General Templer was confident that the Americans would order their rubber policy with wider considerations in mind than solely the protection of their own synthetic rubber industry. As for the terrorist campaign in Malaya, he said that progress made during the last six months gave cause for confidence, though not for complacency. In that period the monthly average of terrorists killed or captured had been ninety-three. Casualties in the Security forces had been reduced by 30 per cent. and those of civilians by 18 per cent.

FIELD-MARSHAL LORD ALEXANDER IN KOREA: The Minister of Defence is shaking hands with General Van Fleet, the Eighth Army Commander, on arrival at Seoul. In the background is General Mark Clark, the United Nations Supreme Commander. During his visit to Korea Lord Alexander visited the prisoner-of-war camps on Koje Island and at Pusan he met Mr. Syngman Rhee, the South Korean President, whom he left in no doubt of the British attitude towards Mr. Rhee's attempts to stifle all opposition.

THE QUEEN AND PRINCESS MARGARET RECEIVE ROGER BANNISTER : Her Majesty presenting the trophy for the 880 yards event in the A.A.A. Championships to the young medical student, who won the race in 1 min. 51·5 secs., a fast time which can be regarded as a winding-up performance for the sternest of all athletic tests, the Olympic Games at Helsinki.

PICKING THE MEN FOR THE OLYMPIAD

Some of the Bright Stars at the Amateur Athletic Association's Championships, Whose Performances Augur Well for Our Olympic Bid

With men like Bannister, Bailey, Wint, Chataway, Nankeville, Disley and Pirie to support our cause, the chances of British victories in the Olympiad at Helsinki are indeed bright, and these runners showed just how good they are when they competed last week in the A.A.A. Championships at the White City, the finals of which were attended by the Queen and Princess Margaret. Time and time again records were broken at this meeting, while the running of Roger Bannister who broke no record in the half-mile, indicated that here was an athlete with immense reserves of power which he may well have ready to turn on when his big moment comes at Helsinki in the 1,500 metres. Bannister has prepared himself with careful forethought for the Olympiad, and his concentration on the half-mile event in the A.A.A. championships is all part of the pattern of his plan. In the six miles at the White City, D. A. G. Pirie excelled himself by retaining his title in the fast time of 28 mins. 55·6 secs. In the mile Nankeville ran round the field and left it "standing" in the straight, while the 440 yards and the two shorter sprints brought renewed success to Wint and McDonald Bailey.

A crowd of 50,000 attended the meeting on the last day. The Duke of Edinburgh was unable to attend with the Queen and Princess Margaret, on account of a severe chill, it was explained.

THREE BRIGHT STARS OF THE A.A.A. CHAMPIONSHIPS OF 1952 : *Left*—John Disley taking an obstacle in the two-mile steeplechase, which he won in 9 mins. 44 secs., creating a championship record. His chances at Helsinki are considered particularly bright after this performance. *Centre*—Chris Chataway, of Walton Athletic Club, breasting the tape to win the three miles in just under fourteen minutes. It was only in the last 20 yards that Chataway shook off his nearest rival, Parker. *Right*—G. W. Nankeville, of Walton, winning the mile in 4 mins 9·8 secs. As Bannister was not competing in this event Nankeville was not unduly pushed.

McDONALD BAILEY AGAIN OUTCLASSES HIS RIVALS WITH HIS RELENTLESS STRIDE : For the fifth time in six years Bailey won both the sprints, and he equalled once more his British record in the 100 yards, returning a time of 9·6 secs. He won the 100 yards by 3 yards, and is seen in this picture near the tape.

WINT STRIDES TO VICTORY IN THE 440 YARDS : Although he won in 48·1 secs., he was not really convincing, and nearing the tape he was nearly overhauled.

MUCH ADO ABOUT THE "LORD WARDEN"

And More Ado About the Causes of the British Breakdown During the Grand Prix d'Endurance in Western France

BY "THE SPHERE" MOTORING CORRESPONDENT

WHAT a pity it is that we British sometimes seem to do things in a half-hearted way and spoil the ship for a ha'porth of tar. Take the case of the *Lord Warden*, the fine new car-ferry steamer which British Railways brought into service on June 17.

It is Britain's fastest and biggest car-ferry boat, built at a cost of about £750,000 to cope with the growing popularity of Continental touring among British motorists and to encourage tourists to bring their cars over from the other side of the Channel for holidays in Britain.

It has room for 120 cars, compared with a capacity of only about eighty on the *Dinard*, which the *Lord Warden* replaces on the Dover-Boulogne run; it does the trip in 1 hour 35 mins., compared with the *Dinard's* two hours.

But the thing that will impress motoring tourists most is the fact that she has been built for ramp-loading. Motorists will simply drive their cars on to a lower deck, down a long ramp lowered on to the ship's stern. And that is what is already happening at Boulogne, where the harbour authorities have built a fine new marine station of reinforced concrete, with a long ramp that can be raised and lowered to suit any state of the tide.

At Dover the cars have still to be loaded and unloaded by crane, one at a time, because the new ramp-loading berths, which the Harbour Board is building in the eastern arm at a cost of nearly £250,000, are not yet ready.

I have made a check of the times taken to load and unload on the first day of the new service. On the inaugural trip from Dover to Boulogne there were 78 cars and 2 coaches. It took two hours to hoist them on deck by crane at Dover. On the other side they were driven off by their owners in twelve minutes.

On her first journey in the other direction the *Lord Warden* carried 49 cars, 4 coaches, a caravan and 3 motor-cycles. They were driven on board in less than half an hour. It took 90 minutes to get them off by crane at Dover.

It is a pity that the ramp-loading facilities at Dover could not have been completed in time to synchronise with the arrival of the *Lord Warden*. As it is, the first of two ramp-loading berths at the eastern arm (from which the Townsend Ferry operates) will not be ready until the spring of next year.

The new marine terminal at Dover is, of course, a much bigger undertaking than the impressive new station at Boulogne. When completed it will add enormously to the amenities of cross-Channel travel, and two Channel ferry steamers will be able to load or unload simultaneously—using ramps instead of cranes—at adjoining berths.

Meanwhile, motorists using the *Lord Warden*, which is a fast, comfortable, well-appointed ship of 3,333 tons, will have to curb their impatience as their cars are man-handled, at the Dover end, in the good old-fashioned way which is so familiar to travellers to France.

THE FIRST CAR OFF BRITAIN'S BIGGEST CAR FERRY: Mr. John Elliot, chairman of the Railway Executive, in company with other officials, driving down the ramp at Boulogne with the first car off the British Railways new car ferry S.S. *Lord Warden*. The ship carries 120 cars and is designed on the "first on, first off" principle. The ship's "garage" has a turntable for cars to be swung round and returned along one side of the vessel ready for driving off through the folding steel doors at the stern.

It was perhaps too much to hope that Britain would win the Le Mans twenty-four-hour road race for the second year running. Yet the prospects seemed quite good. Among the eighteen British cars in a field of fifty-eight starters there were two teams from factories that did outstandingly well last year: three "C"-type XK 120 Jaguars and three DB 3 Aston-Martins.

The 3½-litre Jaguars were said to be seven or eight miles an hour faster than last year's model, one of which won the race at the record speed of 93·43 miles an hour, while another, driven by Stirling Moss, set up a new lap record of 105·3 m.p.h. before it fell out.

The works-entered Aston-Martins were the new DB 3s, which were thought to be better even than the DB 2s which won their class last year and finished third, fifth and seventh in the general classification. Two of the Astons were open cars. The other, driven by Reg Parnell, had a hard top.

Here, surely, was a formidable array of six cars, built and prepared for the race by two of Britain's best automobile firms. They seemed to offer sober hope that Britain would again do well in this classic race, unique in the world of motor sport. Yet what happened?

After only fifty-five minutes one of the Aston-Martins—the saloon, driven by Reg Parnell—was out of the race with back-axle trouble.

Within two hours of the start two of the Jaguars were out and the third was in serious trouble. First to retire, after only seventeen laps, was the car whose driving was to have been shared by Peter Whitehead—one of the drivers of the winning "Jag" last year—and Ian Stewart, a young Scot who was driving in his first big race.

Then Stirling Moss (whose co-driver was Peter Walker) fell out, after twenty-four laps of the 8½-mile circuit, and it was only a question of time before the remaining "Jag" (Tony Rolt and Duncan Hamilton) had to be wheeled disconsolately off the course.

What had gone wrong with the "Jags," which looked so impressively fast with their new bodies, flattened fore and aft to improve the streamlining? This improved body shape was, ironically, the cause of all the trouble. The cooling system which served so well last year had to be redesigned to fit under the lower bonnet.

They took the new car to the Motor Industry Research Association's testing-ground at Lindley, near Nuneaton, to try out the new cooling system, and everything seemed all right. But on the existing M.I.R.A. speed-track they could test the car at only 120 miles an hour. At that speed it was running cooler than the car which was victorious at Le Mans last year, so the Jaguar technicians were satisfied.

But when they got to Le Mans they quickly found that the cars were overheating in practice. The 160-m.p.h. straights on the famous Sarthe circuit sent the water temperature sky-high, and before the drivers realised what was happening, serious damage had been done.

It looks as though the primary reason the Jaguars faded out of the picture so soon at Le Mans was Britain's lack of a high-speed test circuit. It seems a long time ago that M.I.R.A. announced a plan for making their Lindley track really fast. I wonder what has happened to the scheme? There is certainly a serious need of such a track in Britain and something should be done about it quickly. It is unfair and an unnecessary handicap to British car-builders if they have to take their cars to the Continent for high-speed try-outs.

The works Astons fared little better than the "Jags." The car driven by Dennis Poore and Pat Griffith quickly followed Parnell's car to the "mortuary" behind the pits. It did only thirty-one laps, and the cause of its retirement was stated to be water pump failure. But Lance Macklin's car—Peter Collins was his co-driver—seemed to be going well.

For hour after hour, right through the night, the little green two-seater roared round the pine-fringed track, sending healthy exhaust echoes through the camping grounds where spectators watched, slept or dozed at many different points around the magnificent circuit.

At half-distance it was lying fifth, only nine laps behind the leader—a 4½-litre Talbot, driven by Pierre Levegh, which was to provide high drama later in the race. But at the twenty-first hour, with only three more hours to go, and when it was lying fourth, it broke down out on the circuit with back-axle trouble. It had done 1,850 miles.

Mr. David Brown's firm was, however, still represented—by a privately-entered DB 2 saloon driven by Peter Clark and Michael Keen. It finished seventh at an average speed of about 86½ miles an hour: a splendid performance.

But it was one of Mr. Donald Healey's two 4·1-litre Nash-engined Healey open two-seaters which did best for Britain. Driven by Leslie Johnson, head of the E.R.A. racing-car firm, and Tommy Wisdom, the racing journalist, the Healey kept going when much more strongly-fancied cars of other nations dropped out one after the other and finished a very creditable third. The grey Healey averaged 91·49 miles an hour and won its class after beating off the opposition of four much faster 4·1-litre Ferraris, only one of which finished—in fifth place. For the greater part of the race the Healey drivers had the use of only two gears. Leslie Johnson told me after the race that during the night, when he drove for 8½ hours at a stretch, he had an exciting "scrap" for about an hour with the two 2·9-litre Mércèdes saloons which came in first and second. "They always left me behind on the straights," he said, "but I always caught them up on the corners and in the S-bends."

At one time it looked as if the race might be won by the little blue Gordini of 2·2 litres, driven by Robert Manzon (who had such bad luck in one of these cars in the Monaco Grand Prix at Whitsun) and Georges Behra. It was leading at quarter-distance and the huge French crowd were delighted, especially as another French car—Levegh's Talbot—was in second place.

But the Gordini could not stand the terrific pace and when it fell out Levegh took the lead, followed by two of the three German Mércèdes which, racing at Le Mans for the first time since the war, were performing magnificently. With only an hour-and-a-quarter to go and when it was three laps in front of Hermann Lang's Mércèdes—the eventual winner—Levegh's Talbot did not come past the pits at the time it should have done.

As the minutes ticked by with still no sign of the blue French car the French crowd grew quiet with apprehension. What a groan went up when the loud-speakers announced he had retired with a broken main bearing!

THE EXPERIMENTAL GERMAN MÉRCÈDES-BENZ 300 SL CARS WHICH TOOK PART IN THE GRAND PRIX D'ENDURANCE AT LE MANS: Two of the German cars gained the first two places in the race, the winning car covering 2,313½ miles at an average speed of 96·6 m.p.h. The drivers were H. Lang and Fritz Riess. The other car, driven by Helfrich and Niedermeyer, covered 2,311 miles. Another Mércèdes-Benz was withdrawn from the race when the dynamo failed. There was a similar failure at Le Mans some twenty years ago during Caracciola's epic struggle with Birkins. The aerodynamic air vent, at the top of the car, is used as a brake when travelling at speeds of over 100 m.p.h.

YOU CAN TAKE IT EASY IN THE "AUTO ATTICO": The room, made of waterproof "Vilpa" fabric mounted on a steel frame and equipped with two rubber mattresses, was manufactured in Rome and displayed there at the recent Automobile Show. It can be mounted in three minutes on any vehicle with a sufficiently large roof.

CHAPLIN'S "LIMELIGHT"

In His Latest Film, Due in London in September, He Plays the Part of an Ageing Music-hall Comedian

THE CHARLIE CHAPLIN OF OLD: In *Limelight* audiences will once again see the little man at odds with the world, with the small property moustache, the cane, the baggy trousers and a tragi-comic air. In the part of Calvero, the music-hall comedian, Chaplin competes with a handsome young buck for the love of a pretty ballerina. Chaplin was born at Camberwell, South London, on April 16, 1889, and he first appeared on the music-hall stage in childhood as one of the six Lancashire Lads. He graduated thence to Fred Karno's company, and while still a young man he went to the United States, making his permanent home there. His first appearance in films was in 1913, when he was a clown in one of the Keystone comedies. Within a few years he had become the most popular comedian of all time, and he has held his position unchallenged.

CALVERO, THE MUSIC-HALL COMEDIAN DOES A COMEDY FALL: Charlie Chaplin in his latest film, *Limelight*, which is now being completed under his usual veil of secrecy, in Hollywood. Once again he appears as the duck-footed little man, with the same funny moustache, peculiar eyebrows, fantastic boots and lovable smile.

THE AGEING COMEDIAN AND THE YOUNG BALLERINA: Charlie Chaplin and Claire Bloom in one of their scenes together in *Limelight*. Miss Bloom, who, like Chaplin, was born in London, was selected by Chaplin for this part from many other actresses.

TOGETHER FOR THE FIRST TIME: Buster Keaton and Charlie Chaplin (who have both been making movies since the very early days of the silent era) in one of their London music-hall scenes in *Limelight*. Buster Keaton's unrelenting solemnity has always been his most mirth-provoking characteristic.

IN TOP-HAT AND PYJAMAS: A wistful good-bye from Calvero, the music-hall comedian. *On right*—Sydney Chaplin, son of Charles Chaplin, as Neville, the composer, and Claire Bloom, as Terry, the ballerina.

The World of Books—By VERNON FANE

THE TEMPTATION OF MR. FRAILL

The Story of a Good Little Man; So Good That He Had No Idea of His Own Virtue

A STORY about a good little man, so good that he has no idea of his own virtue, makes one of this week's best novels and one that is without a trace of the insipid. THE TEMPTATION OF MR. FRAILL (Heinemann. 10s. 6d.) is quiet in tone, as befits the history of a Nonconformist minister, and brief in the telling, but its compass is big enough to hold some exquisitely right character-drawing and a story which, although only an episode in itself, illustrates the lives of three people. Mr. Raynor D. Chapman is far from being the American that central initial would seem to indicate, having been born in Northumberland and coming to this, his first novel, through the hard apprenticeship of newspaper work. He is to be congratulated on it and on the fact that his little man's story is not blurred by a single stroke of sentimentality or false feeling.

THE CLOSED HARBOUR (Macdonald. 12s. 6d.) is one of the best novels that Mr. James Hanley has yet written, and that is real praise. He is concerned here with the sea again, but at one remove, for this is the tragedy of a captain who cannot go to sea; a man who has lost his captain's ticket and to whom his home port of Nantes and even the great port of Marseilles, where the story is set, are closed. There are rumours wherever the captain's name is mentioned in shipping circles and eventually, and piecemeal, the reader discovers that not only had he lost his ship in the nightmare days of the fall of France, but that he had killed one of the crew. This novel is his tragedy, and Mr. Hanley has been able to give that tragedy a certain nobility and a very real pathos.

A BRIEF ENCOUNTER: Jack L. Warner, of the American film company Warner Brothers, with Lord Beaverbrook at London Airport. Mr. Warner (right) had arrived in Britain to discuss the making of a film of *The Master of Ballantrae*, in which Errol Flynn will star. His arrival coincided with that of Lord Beaverbrook (Britain's new television star).

Margaret Culkin Banning writes about a beautiful young woman pursued by human and Divine love and in so doing has bitten off a rather bigger lump than anyone has felt like chewing since the days of Marie Corelli. FALLEN AWAY (W. H. Allen. 12s. 6d.) describes the fate of this character, who has divorced one husband for drunkenness and other ne'er-do-well habits and is now told by the Catholic bishop who is her natural authority that she may not marry the other man who loves her while her husband is still alive. This, of course, can be a very real situation, and it is fair to say that the author handles it here with reverence both for the tenets of the Roman Catholic Church and for the bewildered but honest instincts of the man and woman in the case. But however commendable it may be for a novel to have a message (and one should never forget *Uncle Tom's Cabin*), it is still a fact that the plot must be strong enough to carry the message, and here, I 'm afraid, that is not quite the case.

PORTRAIT OF MELLIE (Bodley Head. 12s. 6d.) is a particularly interesting first novel, even with its obvious imperfections, which include a tendency to throw characters away half-used, as it were, and the substitution of simply leaving off for a conclusive ending. Mrs. Diana Petre nevertheless achieves at least two objects in writing this tale of a heartless and slightly senseless beauty: she has proved her ability to write sensitively and sensibly about young children, and she has shown the reader something of a very genuine talent for story-telling that should develop with each novel.

Josephine de Beauharnais is one of those figures about whom people will continue to write, even in an atomic age. LITTLE CREOLE (Cassell. 15s.) is the newest novel about the elegant and frivolous lady, and Miss Rosamund Chambers has brought to it considerable learning, many years of research among the ten thousand books already written on the subject, and a lively sense of the romantic. The story is confined to the first five years of Josephine's married life with Napoleon, when he was still the brilliant little general, and she was the adored and capricious woman of fashion. It is told, too, with the emphasis on Josephine's point of view rather than Napoleon's, which should make it better fare for women readers, although it does not necessarily show Josephine in a sympathetic light, for the trivialities of his "*petite Creole*" could shock even the lovelorn Bonaparte.

IN A DARK GARDEN (Jarrolds. 15s.) follows the pattern of many long novels about the American Civil War, with one difference: that, although it is about a typical Southern gentleman, and although his love-life is gallantly tangled between two lovely ladies, he is also a qualified surgeon and it is from field hospitals that he sees most of the war. Mr. Frank G. Slaughter, himself a Southerner and a doctor, tells his story with a good deal of pace and verve, but the most authentic passages in it remain the accurately described operations, whether in a Glasgow amphitheatre or in the terrible conditions of war.

WIDOW CHUAN (Heinemann. 9s. 6d.) is a Chinese novelette, translated and rewritten by Dr. Lin Yutang with his own special imprint of humour and vitality. It is the story of one day's happenings in a little Chinese village in the present times. A war hero comes back to his home and it is decided that he must be properly greeted with ceremonies and feasting. In the ensuing hullabaloo of organisation the widow Chuan, as always, takes a great part. To say that she is a law to herself would be to debase the word law, but to say that she always gets her own way by stealing and trickery if wiles fail, would be exact. She and her two excessively friendly daughters are only a few among the many boisterous characters, though, who animate this amusing little book, which seemed to me to have the vitality, without the sentimentality, of many an Irish or Jewish story.

M. R. Frison-Roche writes of mountains and climbing with the calm assurance and also the fascinating technical detail of an expert, and I found his novel, THE LAST CREVASSE (Methuen. 12s. 6d.) quite absorbing for this very reason. The story itself is an inoffensive romance about a guide and a pretty, spoilt Parisian girl with whom he falls in love, but the accounts of climbs in the Mont Blanc range are beyond praise in the exactness of their detail, the fascinating sequence of step after planned step, and the exaltation that the climber feels, and that the author knows how to convey, at the completion of a successful expedition.

WINDSLAB (Hodder and Stoughton. 12s. 6d.) is a story set in the mountains too, in this case the Alps above the remote village of Heiligenblut, which itself stands above the highest road in Europe, the Grossglocknerstrasse. Mr. Cochrane Stewart's novel, however, is concerned less with climbing and more with the emotional states of seven people marooned for fifteen days in an Alpine hut, with the constant menace of a vast mass of snow overhanging them. It is, on the whole, an effective adventure story.

For a complete contrast with this, or, indeed, almost anything else, I recommend to you Miss Nancy Spain's entertainment, OUT, DAMNED TOT (Hutchinson. 10s. 6d.), which pursues the exploits of darling Natasha and maddening Miriam, those two handsome and hare-brained amateur sleuths, this time holidaying on the island of Manya which, as everyone knows, is a colony of Schizo-Phrenia. There is a murder and a mystery and, of course, these two funny girls to set things more or less to rights, but there are also two or three creations who are both comic and credible, such as the corpse-to-be, the most tiresome writer for tiny tots the world has ever seen, and the terribly sweet British consul.

Mr. Douglas Fisher's DEATH AT PYRFORD HALL (Hodder and Stoughton. 10s. 6d.) would have been very much better than it is if the author had avoided the use of positively embarrassing Americanese for his three transatlantic characters, the female one of whom is made to speak like a 1929 version of a cowboy's cowgirl. Apart from that, the plot is cleverly contrived and the Gloucestershire setting wonderfully authentic, as is all the farming talk of the likeable young farmhand hero.

For anyone who can enjoy a visit to the Zoo without going near the monkey house, or who thinks that "naughty monkey" is a mild form of abuse, I suggest reading Mrs. Cathy Hayes' book, THE APE IN OUR HOUSE (Gollancz. 12s. 6d.), which describes an experiment made by the author and her husband in bringing up a baby chimpanzee in their home, and with the same comforts and training as a human baby would have had. The home is in Florida and Mr. Hayes is a research psychologist in a laboratory of primate biology, which must have been a good deal of a help at the start. Anyway, the little ape was adopted (there seems no other word for it), named Viki Hayes, and promptly introduced to feeding bottles, cots and napkins. The book is amusing, and it would be instructive, too, for anyone who thought of setting up house with a baby chimpanzee.

A work of great scholarship and the result of twenty years of research and travel is Amy Kelly's admirable biography, ELEANOR OF AQUITAINE AND THE FOUR KINGS (Cassell. 21s.). This long and scrupulously documented book tells the story of a queen who with Louis VII reigned over France, and with Henry II, over England; the mother of Richard the Lion Heart and of John Lackland. Without doubt Eleanor was one of the greatest figures of the twelfth century, by birth, by marriage and because of her own political wisdom, her foresight and the breadth of her interests. This book commemorates her with dignity and with appreciation.

THE FACE OF LONDON

A Survey of the Great Metropolis, With Some Rather Marked Omissions

It is understandable that a survey so vast as Harold Clunn's THE FACE OF LONDON (Phœnix House. 30s.), which now appears in what is described as a completely new and revised edition, should be guilty of some mistakes and a few omissions, but Londoners may feel that this new edition, despite its 335,000 words and its index of about 7,000 entries, would have gained in usefulness with a greater thoroughness of revision, a greater evenness of approach. There is no doubt that the technical problems involved in producing such a vast volume have created a considerable time-lag, but even so, references to the forthcoming Royal opening of the Royal Festival Hall, the forthcoming live architecture exhibition at Poplar, and the work that is proceeding on the reconstruction and enlargement of Parliament Square may disconcert the reader somewhat, while Chelseans, in particular, will not be able to resist a smile at mention of Arthur Street, which was once a music-hall joke in West London, and has long since been renamed. In the chapter on the City, no mention is made of the imaginative new plan for the City churches, while rather unfortunately the new town of Crawley is included in the chapter on "The Outlying Dormitories of London." Whatever else Crawley may be, dormitory it certainly is not, for the intention is that the new towns shall be self-sufficient, not mere satellites of mighty London. Mr. Clunn's work is that of a life-long enthusiast, and it contains much information difficult to obtain in other books. Some neighbourhoods the author would appear to feel very strongly about, notably Fulham, which he finds very cheerless and drab, apart from the oasis of Queen's Club amid the desert of mean streets, and others he tends to neglect; Beckenham, for example, where he makes only the briefest mention of Beckenham Place, the beautiful but sadly dilapidated home of the Kentish Quaker friend of Johnson and Linnæus, John Cator, standing on the ancient manorial lands of Edward I. He dismisses it, indeed, in almost the same breath as he dismisses Beckenham's Regal Cinema. Blackheath also receives scant attention, and the reader will search in vain for reference to any of its fine houses, such as the Ranger's House, that noble (but also dilapidated) Queen Anne mansion linked with the illustrious names of the fourth Earl of Chesterfield and Lord Wolseley. Similarly, in North London both Ken Wood and Lauderdale House, two mansions of great interest, are mentioned but briefly. There is no gainsaying the difficulties confronting the author of such a work as *The Face of London*, and to emphasise his individual omissions is perhaps to underestimate his scholarship and the range of his research. We can beyond doubt be grateful that Mr. Clunn has perambulated this vast area for half a century and communicated so much about its highways and byways. If he had been more preoccupied with architecture it seems sure, however, that his work would have gained immeasurably.

Another writer who has attempted to cover a great deal of ground in an almost equally massive work is Hermann Leicht, author of a HISTORY OF THE WORLD'S ART (George Allen and Unwin. 35s.), who traces the evolution of artistic expression from the cave paintings and bone carvings of the glacial epoch to the architecture, painting and sculpture of the present day. While the greater part of the volume is devoted to the development of European art, from its roots in the Hellenic world, through the stages of Romanic, Gothic, Renaissance, Baroque, Rococo, Classic and Romantic art to the Impressionism of yesterday and the Expressionism of today, there are also chapters on the art of Ancient Egypt, Africa, Australia, Oceania, pre-Columbian America, India, China, Japan, Russia and Islam. Admirable line drawings, half-tones and pictures in full colour adorn the text of what is a very beautifully produced volume.

This week we are certainly dealing with the avoirdupois of book publishing, and a third massive volume which calls for attention is EARLY ENGLISH WATER-COLOURS (The Connoisseur. £5 5s.), by Iolo Williams. This is a wide-ranging survey of the use of water-colour in England from the sixteenth century to the time of Cotman, Cox and de Wint, the main emphasis being upon landscape, topography and figure drawing. The book illustrators, marine water-colourists, natural history draughtsmen, portraitists and caricaturists are also included. The text consists of about 160,000 words, and there are 200 plates in monochrome and one in colour, the latter being the frontispiece, J. M. W. Turner's famed impression of Lyons. Though there is no attempt to include every known painter who used water-colour up to 1785, much attention is, nevertheless, paid to the minor artists, partly because many of them are delightful subjects of study, and partly, the author declares, "only by knowing them can one appreciate the true character and stature of the greater men." Altogether this is a fascinating volume for the art lover and a magnificent example of the publisher's art.

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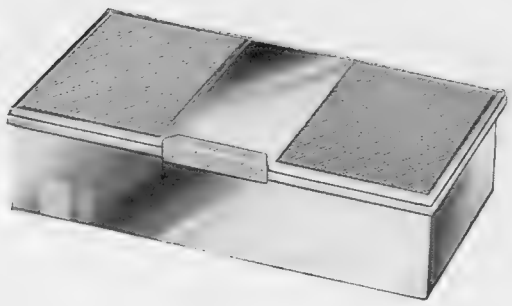

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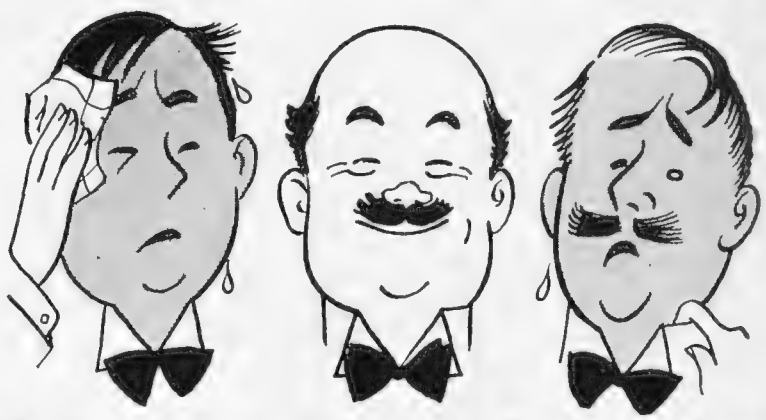

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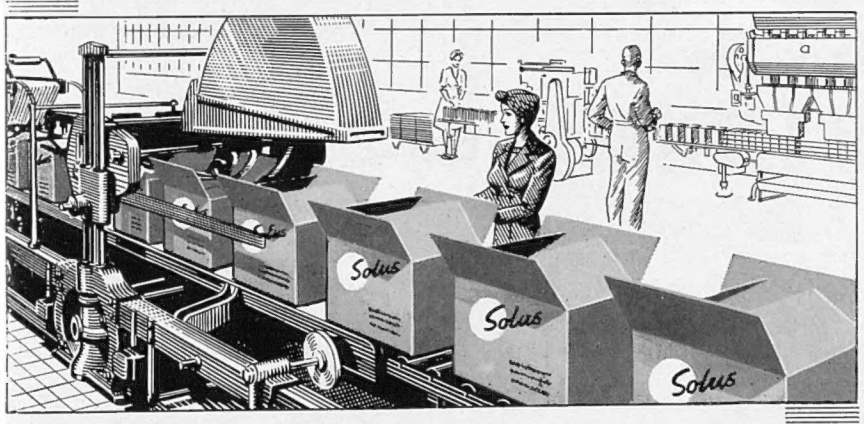

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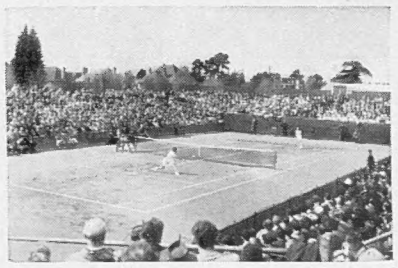

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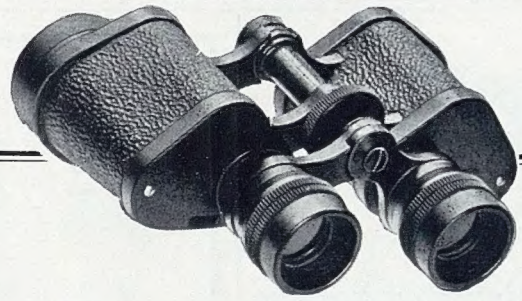

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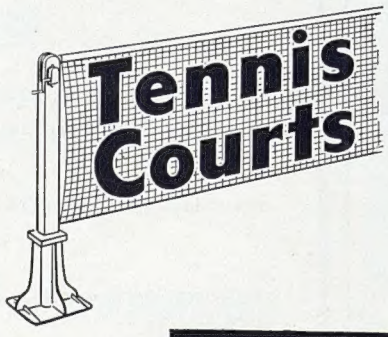

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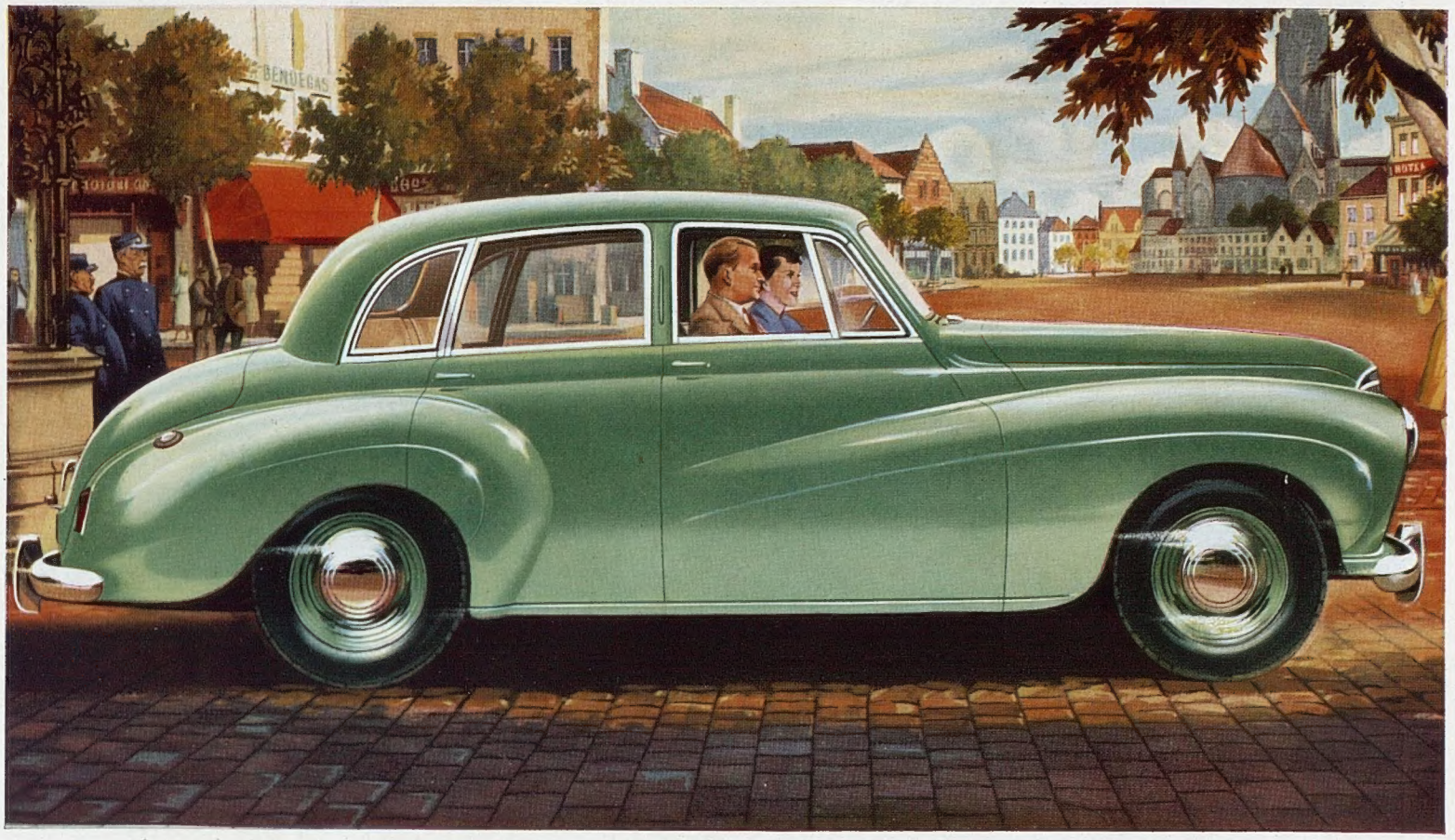

What joy to drive in the Lanchester! Silken-smooth gear change, light yet commanding steering and wonderful road holding stability under all conditions. New laminated-torsion-bar suspension and telescopic shock absorbers smooth out cobblestones, pavé or potholes. There's plenty of room for 5 passengers to relax and stretch their legs in really 'big car' comfort!

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the lively, likeable Lanchester

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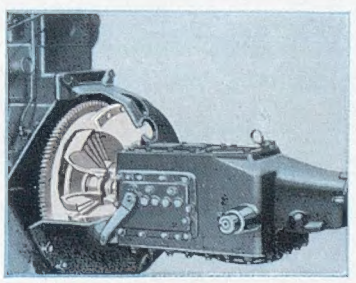
Motor Car Manufacturers
To the late King George VI

THE LANCHESTER MOTOR CO. LTD. COVENTRY



Above left: *Cutaway picture of the actual fluid flywheel. In this transmission there is no rigid mechanical connection; a fluid cushioning effect between engine and roadwheels gives utmost smoothness of drive and gear change.* **Above right:** *Fresh air conditioning with built in heater and ventilating fan. Fresh air circulated, heated or unheated. Control from dash.*

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